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THE

TRAVELLER'S GUIDE

THROUGH THE

MIDDLE AND NORTHERN STATES,

AND THE

PROVINCES OF CANADA.

BY G. M. DAVISON.

EIGHTH EDITION.

Saratoga Springs:

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INTRODUCTION.

THIS work is designed as a pocket manual and guide to travellers visiting the Middle and Northern States and the Canadas. Its limits forbid elaborate descriptions or minute geographical details. It is therefore confined to subjects of more immediate interest to the tourist; directing him in his course, and pointing out, as he passes, objects which most deserve his notice and regard.

The Guide, it will be perceived, commences at Augusta, in Georgia, though a rapid glance of the country merely is taken until reaching Washington city. It being the object of tourists from the south, as the warm season approaches, to accelerate their journey to the more salubrious climate of the north, a description of the southern states would be foreign to the design of this work, and probably uninteresting to most of its readers. We therefore briefly notice some of the prominent cities and towns at the south, and pass on to those sections embraced within what has been usually denominated the NORTHERN TOUR.

ERRATA.

In p. 20, 13th line from top, instead of "*northeasterly*," read *northwesterly;* and in the 15th line, for "*easterly*," read *westerly*.

In the 21st page, 14th line from top, for "*northeasterly*," read *northwesterly*.

THE TRAVELLER'S GUIDE.

FROM AUGUSTA, GEO., TO CHARLESTON, S. C.
136 miles.

The intermediate distances by rail road are as follows:

	Miles.		*Miles.*
Augusta to		Branchville,.....	10
Aiken,.....	16	Summersville, ...	40
Blakesville,.....	30	Woodstock, ...	7
Midway,.....	18	Charleston,.....	15

AUGUSTA is an incorporated city, and the capital of Richmond county, Geo. It is located on the Savannah river, 340 miles by water above Savannah, between which places it is navigable for boats of only 100 tons burthen. The city contains a court house, jail, and several churches, banks and other public buildings, many of which are creditable to the taste and munificence of the inhabitants. The population is about 8000.

From Hamburgh, a village of some magnitude on the opposite side of the river, the Charleston and Hamburgh rail road commences, connecting the two places by a steam communication 136 miles long. It was commenced in 1830 and completed in 1833. Instead of being graded, it originally consisted mostly of *trestle work*—

the rails, in many instances, being from 12 to 15 feet above the surface of the ground. But the importance of rendering the work more permanent, soon became obvious, and the company have since graded the entire line, and rendered the foundation solid.

From the bridge at Hamburgh, the road rises in a distance of 16 miles, 360 feet, and from thence to Charleston it descends 510 feet. It has one inclined plain 3800 feet long, with an ascent of 180 feet, which is overcome by means of stationary engines. The route from Hamburgh to Charleston is performed in about 12 hours.

From Augusta a rail road is nearly completed to Athens, 114 miles distant in a northeasterly direction; and a rail road is also finished to Greensborough, 100 miles distant, in an easterly direction. The latter is a part only of a route in progress to the boundary line between Georgia and Tennessee, a distance of 285 miles; from whence a road is constructing to Knoxville, Tenn. 97 miles farther. When completed, it will afford an uninterrupted line of 510 miles from Charleston to the interior.

FROM SAVANNAH TO CHARLESTON, 110 miles.

SAVANNAH, the principal city in the state of Georgia, is located on the southwest bank of the Savannah river, about 17 miles from the bar at its mouth. The city is built on elevated ground, and exhibits a beautiful appearance from the water; its tall spires and other public buildings, with the groves of trees planted along its streets, giving it an air of peculiar fascination. The

streets are wide and regularly laid out, and the buildings, together with the public squares, of which there are ten, exhibit much taste and elegance. Of the public buildings, the city contains a court house, jail, hospital, theatre, exchange, a public library, 3 banks, and 10 churches. The Presbyterian church is an elegant and spacious edifice of stone. The Exchange is a large building, 5 stories high. The academy, partly of brick, and partly of stone, is 180 feet front, 60 feet wide, and 3 stories high. Savannah is by far the most important commercial town in Georgia, and is the great mart of the cotton planters for an extensive and well settled region of country. A rail road between the city and Macon, 210 miles in a northeasterly direction, is partly finished, and the residue in a state of progress.

Steamboats ply regularly between Savannah and Charleston, distance 111 miles, as follows:

	Miles.		*Miles.*
Bloody Point,.....	17	Stoney Inlet,.....	27
Hilton Head,.....	18	Coffin Land,.....	11
Truncard's Inlet,.....	4	Fort Moultire,.....	6
St. Helena Sound,....	21	Charleston,.....	4
South Edisto Inlet,...	3		

By land, the distance between the two cities is 118 miles, as follows:

	Miles.		*Miles.*
From Savannah to Beck's Ferry, on the Savannah river,....	25	Thompson's Tavern,..	9
		Pompon P. Office,....	11
Fitch's Echan road,..	19	Jackson Borough,....	3
Coosauhatchie,.....	4	Hick's Tavern,.....	10
Pocotaligo,.....	6	Green's Tavern,.....	10
Saltketcher Church,..	7	Ashley River,.....	8
		Charleston,.....	6

On this route, the tourist crosses the *Savannah river*, which is navigable for steamboats to Augusta, 123 miles, by land, above Savannah, having its rise 150 miles northwest of the former place;

The *Coosauhatchie river*, which rises 47 miles northwest of the village of that name, and falls into the Coosaw river, 6 miles southeast;

The *Cambahee river*, which rises 75 miles northwest of Saltketcher, and falls into St. Helena Sound, 18 miles southeast from that place;

The *Edisto river*, which rises 90 miles northwest of Jacksonboro,' and falls into the Atlantic ocean 20 miles southeast; and

The *Ashley river*, which rises about 40 miles northwest of Charleston.

This route is interspersed with rice and cotton plantations, and several handsome country seats of the opulent owners of the soil. In the spring, the whole face of the country assumes a richness of verdure highly picturesque and romantic; which, however, becomes dried and withered during the burning heat of a summer's sun.

CHARLESTON,

The metropolis of South Carolina, is alike distinguished for the opulence and hospitality of its inhabitants. On entering the city from the bay, an interesting prospect is presented. The glittering spires of its public edifices are well calculated to give animation to the scene. Some of its streets are extremely beautiful, and many of the houses are truly elegant. Orange trees, in the early part of the season, laden with fruit, and peach trees clothed

with blossoms, meet the eye of the traveller, and united with the climate of the country at that time, render Charleston one of the most attractive cities in the union. The society is refined, intelligent, frank and affable.

The city was founded and made the seat of government of the state in 1680. It stands on a dead level with the sea, two noble rivers, the Ashley and the Cooper, enclosing it on a wide peninsula, called the Neck. Most of the houses contain a piazza, extending from the ground to the top, giving to the rooms in each story a shady open walk. Except in the commercial parts of the town, the houses, which are mostly painted white, are generally surrounded with gardens, trees and shrubbery, giving to them a peculiarly romantic and rich appearance.

The most celebrated edifices of this city, are 10 or 12 in number, exclusive of 20 churches; many of which exhibit much architectural taste and beauty. The city library is one of the best in the union, and contains nearly 14,000 volumes.

Though this city has been occasionally visited with yellow fever, it is considered more healthy for acclimated inhabitants than the surrounding country. The planters from the low country, and many opulent strangers from the West Indies, come here to spend the sickly months, and to enjoy the elegant and enlightened society with which the city abounds.

The rail road from this place to Hamburgh, &c. has already been noticed at p. 19.

SULLIVAN'S ISLAND, which lays at the distance of 7 miles from the city, at the entrance of the harbor, is a

spot consecrated as the theatre of important events during the revolution. On this island is FORT MOULTRIE, rendered glorious by the unyielding desperation with which it sustained the attack of the British fleet in the war of independence. The fleet consisted of about fifty sail; and on the first annunciation of its approach, lay within six leagues of the island.

About this period, a proclamation reached the shore, under the sanction of a flag, in which the British commander, Sir Henry Clinton, held out the promise of pardon to all who would resign their arms, and co-operate in the re-establishment of loyalty. But the proposition met with the rejection which it deserved. The militia of the adjacent country crowded the streets of Charleston; the citizens threw down their implements of industry, and grasped their arms in defence of their native city. On the 28th June, 1776, Fort Moultrie was attacked by about ten ships, frigates and sloops, and was defended in a manner that would have honored the heroic veterans of Greece or Rome. So manfully did the garrison withstand the conflict, that the fleet was compelled to withdraw, leaving the inhabitants in the unmolested enjoyment of their rights.

From Charleston to New-Orleans, a very common route is by rail road to Greensboro', (already noticed) and from thence by stage, twice a day, via Indian Springs, (Geo.) Columbus, Montgomery, (Alab.) and Mobile; and another by steamboat to Brunswick, (Geo.) 160 miles, by stage to Tallahassee, (Florida) 210 miles, by rail road to St. Marks, 21 miles, by steamboat to Lake Wimico, (inner passage) 85 miles, by steamboat from St. Josephs to

Mobile, 215 miles, and from thence to New-Orleans, 114 miles.

The communication between Charleston and New-York, until recently, was mostly by steamboat; but since the construction of the North Carolina and Virginia rail roads, the inland route is generally preferred.

The distance by water, is 670 miles, as follows:

	Miles.		*Miles.*
Off Cape Fear,.....	120	Off Barnegat Inlet,..	70
Cape Look Out,..	75	The Bar,.....	45
Cape Hatteras,...	78	Sandy Hook, ...	3
Capes of Virginia,	140	The Narrows,.....	11
Cape May,.....	120	New-York, ...	8

FROM CHARLESTON TO WELDON, N. C.

315 miles.

The route is by steamboat and rail road, as follows:

By steamboat.	*Miles.*	*By rail road.*	*Miles.*
From Charleston to the mouth of Cape Fear River, ...	120	From Wilmington to Weldon,.....	160
Wilmington, ...	35		

A steamboat leaves Charleston daily, and reaches Wilmington in about 14 hours: from whence a rail road, passing through Waynesboro' and Enfield, to Weldon, on the Roanoke river, is taken, occupying about 10 hours more. Steamboat and rail road fare, $15.

WILMINGTON, N. C., is the capital of New-Hanover county. It is situated on the northeast side of Cape Fear river, just below a union of its branches, to which place the river is navigable for vessels. The town contains

about 3000 inhabitants, and is the greatest shipping port in the state. It was visited by a conflagration in 1819, by which 200 buildings, valued at $1,000,000, were destroyed; by another in 1828, in which 50 buildings were burned, valued at $130,000; and by another in the month of January, the present year, (1840) in which 150 buildings were destroyed.

The rail road to the Roanoke crosses, in its course, a rail road leading to Raleigh, the capital of the state, and also the Neuse and Tar rivers.

FROM WELDON TO WASHINGTON CITY.

There are two routes; one by the way of Norfolk, the other by the way of Richmond. A sketch of each is given:

By the way of Norfolk—277 miles.

	Miles.		Miles.
By rail road.		New Point Comfort,	10
From Weldon to Portsmouth,	77	Rappahannock river,	15
By steamboat.		Off Outlet St. Mary's river,	42
Mouth of Elizabeth river,	9	Off Port Tobacco,	38
Mouth of James river,	6	Mouth of Potomac creek,	15
Mouth of York river,		Mount Vernon,	30
Old Point Comfort,	20	Alexandria,	9
		Washington,	6

PORTSMOUTH, the terminating point of the rail road from the Roanoke river, is pleasantly located on the southwest side of Elizabeth river. It contains a court house, jail, 4 or 5 churches, and about 3000 inhabitants. The river is here crossed to

NORFOLK, which is directly opposite, and 1 mile distant. It is the commercial capital of Virginia, and is situated

immediately below the two branches of the Elizabeth, and 8 miles above Hampton Roads. Its population is about 12,000. The town lies low, and is in some places marshy, though the principal streets are well paved. Among the public buildings are a theatre, 3 banks, an academy, marine hospital, atheneum, and 6 churches. The harbor, which is capacious and safe, is defended by several forts. One is on Craney Island, near the mouth of Elizabeth river. There are also fortifications at Hampton Roads, the principal of which is Fort Calhoun.

The *Navy Yard at Gosport*, on the bank of the Elizabeth river, nearly opposite Norfolk, is deserving the attention of strangers. A superb dock has been constructed at this place, similar to that at Charlestown, near Boston. The length of the bottom, from the inner or foremost block, to that which is nearest the gates, is 206 feet, besides 50 feet of spare room—sufficient to hold a small vessel. The width of the dock, at the top, is 86 feet. As the tide rises and falls but 3 or 4 feet, the water is pumped out, when necessary, by steam engines.

Boats ply continually between Norfolk and Baltimore, a distance of 197 miles; and also between Norfolk and Richmond, the capital of Virginia, 117 miles.*

* On the latter route, *Jamestown*, 24 miles from Norfolk, is passed, on the James river. It was founded in 1608, and was the first English settlement in the United States. The site is very beautiful, and the settlement itself must have been but a few steps from the river. On each side there is a delightful and variegated succession of woodlands, meadows, pastures, and green fields; in front appears the broad expanse of James river, with its multitude of white, gliding sails. The opposite hills

From Norfolk to Washington City, the route is down the Elizabeth river till it enters the Chesapeake Bay—thence up the bay to the mouth of the Potomac, which is entered, the boat proceeding up the river, and passing Mount Vernon and Alexandria.

MOUNT VERNON is on the south side of the river, 30 miles above the mouth of the Potomac creek. To this sacred spot the mind of every American recurs with the most enthusiastic devotion. He looks upon it as consecrated ground. Here the immortal Washington, after having conducted the American armies forth to victory and independence, retired to enjoy the rich reward of his services in the warm hearted gratitude of his countrymen, and in the peaceful seclusion f private life.

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are picturesque: some are entirely covered with woods; others, partly cleared, presenting, in the proper season, patches of white wavy corn. To increase the richness of this scenery, here and there are distinguished the old and elegant mansions of the Virginia planters, like points of beauty in a fine picture.

No vestige of Jamestown is now to be seen, except the ruins of a church steeple, about 30 feet high, and fringed to its summit with running ivy. Near by is a burying ground with its venerable tombstones, and spotted with dark green shrubbery and melancholy flowers. It looks like a lonely, unfrequented place, and there is something deeply interesting in contemplating these vestiges of an age gone by.

The celebrated *Pocahontas* (daughter of the Indian chief Powhatan) was the tutelary guardian of this settlement; and some of her descendants are now living in Virginia. The late John Randolph used to claim to be of the number.

This place, till within a few years, was the residence of Judge Washington, the nephew of the General; but after his decease in 1829, the estate descended to a nephew of the Judge, John Adams Washington, who died in 1832; since which the estate has remained in the possession of the widow and children of the latter. The road to it is almost uninhabited, and difficult to trace. The house stands on an eminence, embracing a delightful view of the Potomac, with a rich and beautiful lawn extending in front to the river.

The TOMB OF WASHINGTON is visited as an interesting object of contemplation. The *Old Tomb*, so called, in which the remains were originally interred, is fast going to decay; but the new tomb, more remote from the river, the construction of which was commenced by the General previous to his decease, and into which his remains were removed in 1830, and subsequently placed within a marble sarcophagus, is of solid and enduring materials. Here slumber in peaceful silence the ashes of the great and patriotic Father of Liberty. No monument has yet been erected to his memory; and the only inscription on the tomb is the following: "I am the resurrection and the life."

ALEXANDRIA, an incorporated city, 9 miles farther, on the west bank of the river, is a place of extensive business and of fashionable resort during the sittings of congress. It contains a court house, 6 churches and a theological seminary.

The Museum at this place, among other things, contains *an elegant satin robe*, scarlet on one side and white

on the other, in which Gen. Washington was baptized; *a penknife*, with a pearl handle, given to him by his mother when he was in his twelfth year, and which he kept fifty-six years; a *pearl button*, from the coat he wore at his first inauguration as President of the United States in the old City Hall, New-York; *a black glove*, worn by him while in mourning for his mother; *part of the last stick of sealing wax* which he used; *the original of the last letter written by him*, being a polite apology, in behalf of himself and Mrs. Washington, for declining an invitation to a ball at Alexandria; it is penned with singular neatness, accuracy and precision, and contains this expression: "Alas! our dancing days are over;" *a beautiful masonic apron*, with the belt of scarlet satin and the white kid gloves worn by him the last time he shared in the social ceremonies of the "mystic tie."

The country between this city and the capitol is but thinly inhabited, and the soil poor and unproductive; but the road is good, and a ride to Alexandria constitutes one of the amusements of a winter at Washington.

FROM WELDON, N. C. TO WASHINGTON CITY,

By way of Richmond, Va.—194 *miles.*

The route is by rail road and steamboat as follows:

By rail road.	*Miles.*	*By steamboat.*	*Miles.*
From Weldon to Petersburgh,	60	From Belleplain on Potomac creek to Mount Vernon,	32
Richmond,	22	Alexandria,	9
Fredericksburgh,	64	Washington City,	6
Belleplain,	11		

PETERSBURGH, Va. is located on the south bank of the Appomatox, just below the Falls, 12 miles above its junc-

tion with the James river. It is one of the most handsome and flourishing towns in the state, and enjoys important commercial and manufacturing advantages. Its population is from 10 to 12,000.

RICHMOND, the capital of Virginia, (22 miles farther,) is situated on the north bank of James river, directly at its lower falls, at the head of tide water, and 150 miles from its mouth. The town rises in an acclivity from the water, and presents a beautiful and highly picturesque appearance. A part of the town, on what is called Shockoe hill, overlooks the lower part; and from the capitol, which is on the greatest eminence, a most delightful prospect is had of the river and adjacent country. Besides the capitol, which is a handsome edifice, the city contains an elegant court house, a penitentiary, (which cost $135,000,) an alms house, 2 markets, an academy of fine arts, a female orphan asylum, 2 banks, and 12 churches; one of which, built on the ruins of the theatre, in the conflagration of which 90 citizens perished, is very beautiful. The population of the city is about 18,000.

MANCHESTER, directly opposite, is connected with Richmond by two substantial bridges, and is a flourishing place.

FREDERICKSBURGH (64 miles from Richmond) is situated on the south side of the Rappahannock river, 110 miles from its outlet into the Chesapeake Bay. It contains a court house, jail, academy, 2 banks, 5 churches, and about 600 dwelling houses; and being near the head of navigation, and surrounded by a fertile country, it enjoys an extensive and advantageous trade.

MOUNT VERNON and ALEXANDRIA, on this route, have already been noticed at pp. 28, 29.

WASHINGTON CITY

Is 6 miles from Alexandria. As the seat of government of the Union, it is a place of much resort during the session of congress in the winter; but is mostly deserted by strangers in the summer. It is situated on the Maryland side of the Potomac, and on the point of land formed by the junction of the Eastern Branch. The District of Columbia in which the city is located, was ceded to the United States by Maryland and Virginia in 1790, and in 1800 it became the seat of the general government. This District is about 10 miles square, lying on both sides of the Potomac, and is under the immediate direction of congress.

The CAPITOL stands on a high and lofty eminence, and commands a delightful prospect of the Pennsylvania Avenue, the President's House, Georgetown and the Potomac, the Public Offices, the Navy Yard, Greenleaf's Point, the bridge over the river, and the road to Alexandria and Mount Vernon. The capitol is built of white free stone, has two wings, and is a very magnificent edifice.

The exterior exhibits a rusticated basement, of the height of the first story; the two other stories are comprised in a Corinthian elevation of pilasters and columns—the columns 30 feet in height, form a noble advancing portico on the east, 150 feet in extent—the centre of which is crowned with a pediment of 80 feet span: a re-

ceding loggia of 100 feet extent, distinguishes the centre of the west front.

The building is surrounded by a balustrade of stone, and covered with a lofty dome in the centre, and a flat dome on each wing.

The Chamber of the House of Representatives is in the second story of the south wing, and is semicircular, in the form of the ancient Grecian theatre; the chord of the longest dimension is 96 feet, and the height to the highest point of the domical ceiling is 60 feet. This room is surrounded by 24 columns of variegated native marble, or *breccia*, from the banks of the Potomac, with capitals of white Italian marble, carved after a specimen of the Corinthian order, still remaining among the ruins of Athens, which stand on a base of free stone, and support a magnificent dome painted in a very rich and splendid style to represent that of the Pantheon of Rome, and executed by an interesting young Italian artist, named Bonani, who died a few years ago. In the centre of this dome is erected, to admit the light from above, a handsome cupola, from which is suspended a massy bronze gilt chandelier of immense weight, which reaches within 10 feet of the floor of the chamber. The speaker's chair is elevated and canopied, and on a level with the *loggia* or promenade for the members, consisting of columns and pilasters of marble and stone. Above this, and under a sweeping arch near the dome, is placed the *model* of a colossal figure of *Liberty*, and on the entablature beneath is sculptured an American Eagle. In front of the chair, and immediately over the entrance, stands a beautiful statue in marble, representing *History* recording the

events of the nation. Between the columns is suspended fringed drapery of crimsoned moreens, festooned near the gallery, to limit the sound and assist the hearing. A magnificient portrait of La Fayette, at full length, painted by a French artist, decorates a panel on one side the loggia.

The Senate Chamber in the north wing, is of the same semicircular form, 75 feet in its greatest length, and 45 feet high; a screen of Ionic columns, with capitals after those of the temple of Minerva Polias, support a gallery to the east, and form a loggia below, and a new gallery of iron pillars and railings of light and elegant structure projects from the circular walls: the dome ceiling is enriched with square caissons of stucco.

The walls are covered with straw colored drapery, between small pilasters of marble in the wall. Columns of *breccia*, or Potomac marble, support the eastern gallery.

The Rotunda comprehends the spacious area between the two wings of the structure, and is of a circular form. It is entirely of marble, (and so indeed is every permanent part of the capitol,) except the light doors covered with green baize that lead out of it, and the frame of the sky light above. The height of the dome soars beyond the roof, and it may well be imagined, is most imposing and sublime. The floor is beautifully paved, and the sonnd of a single voice, uttering words in an ordinary tone, reverberates aloft like the faint rumbling of distant thunder.

In the niches designedly left about fifteen feet from the floor, are four sculptured pieces as large as life, designed to commemorate the aboriginal character, and some of the prominent events in the early history of the country.

The scene of the first device is laid in 1773, and is designed to represent a fearful contest between Daniel Boon, an early settler in one of the western states, and an Indian chief. The second represents the landing of the pilgrims at Plymouth in 1620. The third is a representation of William Penn and two Indian chiefs in a treaty in 1682, under the memorable elm on the right bank of the Delaware, near Philadelphia. And the fourth represents the narrow escape in 1606, of Capt. John Smith, the first successful adventurer in Virginia, from the uplifted war-club of King Powhatan. The figure of Pocahontas, in the attitude of supplicating the mercy of her father in behalf of the intended victim, is beautifully wrought, and the whole exhibits much elegance of design and workmanship. In the remaining niches, which are designed to be filled with paintings, are already placed the following, executed by the late Col. Trumbull, one of the aids of Gen. Washington: The Declaration of Independence; Surrender of Gen. Burgoyne; Surrender of Cornwallis at Yorktown; and the Resignation of General Washington at Annapolis, December 23, 1783. The figures in these paintings are full length, and are said to be excellent likenesses. The designs and execution are admirable, and exhibit the great and almost unrivalled talent of the artist.

The Library.—Passing from the Rotunda, westerly, along the gallery of the principal stairs, the library room door presents itself. This room is 92 feet long, 34 wide, and 36 high. It is divided into twelve arched alcoves, ornamented with fluted pilasters, copied from the pillars in the celebrated octagon tower at Athens.

This extensive collection of books embraces at present about sixteen thousand volumes, in various languages. The library is well chosen. The classical department, in particular, comprises many rare books. Mr. Jefferson's arrangement of them is still preserved, founded, it is presumed, on Bacon's classification of science; and they are divided into chapters, according to the subjects to which they relate.

Besides the principal rooms above mentioned, two others deserve notice, from the peculiarity of their architecture—the round apartment under the Rotunda, enclosing forty columns supporting ground arches, which form the floor of the Rotunda. This room is similar to the substructions of the European cathedrals, and may take the name of *Crypt* from them. The other room is used by the Supreme Court of the United States, and is of the same style of architecture, with a bold and curious arched ceiling—the columns of these rooms are of massy Dorick, imitated from the temples of Pæstum. Twenty-five other rooms, of various sizes, are appropriated to the officers of the two houses of congress and of the Supreme Court, and 45 to the use of committees; they are all vaulted and floored with brick and stone. The three principal stair cases are spacious and varied in their form; these, with the vestibules and numerous corridors or passages, it would be difficult to describe intelligibly. We will only say, that they are in conformity to the dignity of the building and style of the parts already named.

The East Front presents three marble figures, representing the Genius of America, Hope and Justice. They

are executed with much taste and judgment, and present an imposing appearance.

Fronting the capitol, towards the Pennsylvania Avenue, and within an oblong marble vase, is a naval monument, originally erected at the navy yard, in memory of the American officers who fell in the Tripolitan war. It is a simple column, wrought in Italy at the expense of the survivors.

The President's House, which is also constructed of white free stone, two stories high, with the spacious buildings near it for the accommodation of the heads of departments, make together an interesting spectacle for the visitant.

Among other places of interest at and near Washington, and which deserve the attention of visitants are the Navy Yard; the Columbian College, situate on a high range of ground north of the city and about a mile from the President's House, and the National Burying Ground about a mile southeast of the capitol.

The ground on which Washington is built is airy and salubrious; and the city, from the extent of its territory, presents the appearance of several distinct villages. It contains a population of about 20,000.

Its principal public houses are the National Hotel, the Indian Queen Hotel, and the Mansion Hotel. They are all located on the Pennsylvania Avenue.

There is a bridge across the Potomac, opposite Washington, which was completed in 1835. It is one mile in length, including the abutments. It has draws for the passage of vessels, 60 feet in width; so that its construc-

tion does not materially interfere with the navigation of the river. Its cost was about $130,000.

GEORGETOWN is on the same side of the Potomac with Washington, at the distance of 3 miles west of the capitol. It is very pleasantly situated, and is a place of considerable trade. The country around it is richly diversified, and the location of the CATHOLIC MONASTERY is very delightful. It stands on the borders of "the heights," in the northwest part of the town, and overlooks the body of the town below. The enclosure embraces about one acre.

The Academy, or High School for Ladies, is the most interesting appendage of the convent. It contains a boarding school of upwards of one hundred pupils, and a free or charity school of a much larger number of day scholars.

The seminary is divided into four classes. The hall of the first class contains an extensive cabinet of minerals, to which many rare and valuable specimens have been presented by the officers of our navy, and by catholics of the eastern world. It also claims to have many sacred relics, such as shreds or scraps from the garments of numerous saints—fragments from the church and tomb of St. Peter, and of other saints—pieces of the wood of the cross, &c. &c.

The CHESAPEAKE AND OHIO CANAL was commenced in 1828, but has not been prosecuted with the vigor at first contemplated. It was originally designed to extend from Georgetown, D. C., to near Pittsburgh, Penn., where it was to unite with the Pennsylvania canal and the Ohio

river, 360 miles in extent. It has, however, been completed only to Cumberland, 185 miles. The rugged country through which it passes—the solid and beautiful masonry of the locks and aqueducts—all conspire to impress upon the traveller a high sense of the skill of the engineers and of the enterprize of the company, which has persevered in the work under so many appalling difficulties. The aqueducts over the Seneca and Monocacy creeks are perhaps not exceeded by any thing in this country, for beauty and lightness of design and solidity of construction. The wildness of the scenery around sets off to greater advantage these triumphs of art over nature. It is, however, from the Point of Rocks to Harper's Ferry, 12 miles, that the greatest difficulties have been encountered. For this distance the Baltimore and Ohio rail road runs parallel to, and in contact with the canal—the bank of the latter forming the bed of the former. Both works are carried for miles under the precipitous crags, many hundred feet high, and whose very foundations have been cut away to form a shelf for the road, while the canal is made to encroach on the bed of the river. The scenery itself is grand and imposing, and when viewed in connection with the monuments of human genius and perseverance which are seen at the base of the cliffs, it assumes the character of sublimity.

FROM WASHINGTON TO THE VIRGINIA SPRINGS.

The route is by post coaches, which leave daily, and the distances as follow:

	Miles.			Miles.	
To Alexandria,..	9		Monticello,.....	16	120
Fairfax C. House,	15	24	Charlottsville,....	3	123
Centreville, ...	8	32	York,.....	19	142
Bull Run,.....	3	35	Waynesboro',.....	6	148
Buckland Mills,..	11	46	Staunton,.....	12	160
New Baltimore,..	4	50	Jennings N. Mt..	17	177
Warrenton,.....	6	56	Cloverdale,.....	12	189
Lee's Sulphur Sp.	6	62	Green Valley,....	11	200
Jefferson,.....	3	65	Warm Springs,..	13	213
Fairfax,.....	12	77	Hot Springs,....	5	218
Cedar Mt.....	6	83	Jackson River,...	9	227
Rapidan,.....	6	89	White Sul. Spgs.	29	256
Orange C. H.....	7	96	Sweet do. do..	28	284
Gordon's Ville,...	8	104	Salt do. do..	1	285

By diverging 5 miles from this route at Orange Court House, the traveller can visit the former residence of Mr. Madison at Montpelier; and by diverging still farther, he can visit the NATURAL BRIDGE, on his way to the Warm Springs. This bridge is over Cedar creek, in Rockbridge county, 12 miles south west of Lexington, and is justly considered one of the greatest natural curiosities in the world. The river at this place runs through a chasm in a hill. The chasm is 90 feet wide at the top, 200 feet deep, and the sides almost perpendicular. The bridge is formed by a huge rock thrown completely across the chasm at the top. The rock forming the bridge is 60 feet broad in the middle, and is covered with

earth and trees. It forms a sublime spectacle when examined from the margin of the river beneath.

MONTICELLO, on the regular route to the Springs, is distinguished as the former residence of Mr. Jefferson. The mansion is on elevated ground, and is reached by a circuitous road of about 2 miles in extent from Charlottesville, the seat of the University founded by Mr. J. From the peak on which the house stands, a grand and nearly illuminated view opens, of the thickly wooded hills and fertile vallies, which stretch out on either side. The University, with its dome, porticoes and colonnades, looks like a fairy city in the plain; Charlottesville seems to be directly beneath. No spot can be imagined as combining greater advantages of grandeur, healthfulness and seclusion. The house is noble in its appearance; two large columns support a portico, which extends from the wings. The apartments are neatly furnished and embellished with statues, busts, portraits and natural curiosities. At a short distance behind the mansion, in a quiet, shaded spot, the visitor sees a square enclosure, surrounded by a low unmortared stone wall, which he enters by a gate. This is the family burial ground, containing 10 or 15 graves, none of them marked by epitaphs, and only a few distinguished by any memorial. On one side of this simple cemetery, is the resting place of the Patriot and Philosopher.

The WARM SPRINGS which afford a very copious supply of water, are used for bathing, and are at a temperature of 97°. The HOT SPRINGS, which are 5 miles distant, furnish only a small stream; but their temperature

is much greater, being 112°. They all flow into the Jackson, a source of the James river.

The WHITE SULPHUR SPRINGS, 29 miles farther, owing to their medicinal qualities and the salubrious air which is enjoyed within their locality, have become much celebrated, and are annually visited by many for pleasure as well as for health during the summer months.

FROM WASHINGTON TO BALTIMORE, 40 miles.

The route is by the Washington rail road, which commences at the north-east part of the city, and in its course to Baltimore, approaches within sight of Bladensburgh, 4 miles from Washington; crosses the Patuxent river 13 miles farther; crosses the Patapsco river, on a noble and lofty viaduct, 15 miles farther, and unites with the Baltimore and Ohio rail road at Elkridge Landing, which latter road is taken for a distance of 8 miles to Baltimore. The road is made in a very permanent and enduring manner; and though over a rough and undulating country, its acclivities do not average more than 20 feet per mile. Its cost was about $1,500,000.

BALTIMORE

Is on the north side, and at the head of tide water on the Patapsco river, 14 miles above its entrance into the Chesapeake Bay. It has a population of about 100,000, and may be considered the third city in the union; whilst for its various manufactories and public buildings, ornamental to the city and remarkable for their costliness, taste and commodiousness, it stands undoubtedly in the first

rank for enterprise and public spirit. Within 20 miles around, the water power is almost incalculable. It drives at present more than 70 flour mills and several manufactories of cotton, cloth, powder, paper, iron, glass, steam engines, extensive chemical works, &c. Many of these may conveniently be visited by sojourners in the city, on foot or by short rides in the immediate vicinity.

The city embraces within its limits, a court house, jail, penitentiary, lunatic asylum, 2 theatres, an exchange, an observatory, 2 museums, 5 market houses, 10 banks, gas works, (the first in this country for lighting streets and houses,) a public library, a medical college, and 47 houses of public worship.

Most of these establishments are worthy of the attention of tourists, but more especially the cathedral, the exchange, the public fountains, of which there are four tastefully ornamented and giving a copious supply of pure spring water; the museums, the monuments, and the rail roads.

The CATHEDRAL is built after the Grecian Ionic order. Its outward length is 190 feet, its width 177, and its height to the summit of the cross that surmounts the dome is 127 feet. It contains the largest organ in the United States, and two very splendid paintings—one the descent from the cross, by Paulin Guerin, a present from Louis XVI.—another, presented by Louis XVII., representing St. Louis, attended by his chaplain and armor-bearer, burying one of his officers slain before Tunis, as an encouragement to his officers and soldiers, who, for fear

of contagion, would have left their comrades to be devoured by beasts and birds of prey.*

The MERCHANTS' EXCHANGE, built by private subscription, is another monument to the public spirit of the citizens. This edifice, from Water to Second, fronting on Gay-street, is 255 by a depth on the two first of 141 feet, and is three stories high exclusive of the basement. In the centre is the great hall, 86 feet by 53, lighted from the dome, which is 90 feet from the floor. In this hall, to which they have access by three entrances from the streets, the merchants convene daily from 1 to 2 o'clock.

The BATTLE MONUMENT, an elegant marble structure about 55 feet high, was commenced on the site of the old court house in Washington Square, in 1815, in memory of those who, on the 12th and 13th of September in the preceding year, had fallen gallantly in defence of the city.

The WASHINGTON MONUMENT, built of white marble, ornamental to the city and honorable to its inhabitants, stands on an elevation a little north of the compact part of the city. The base is 50 feet square and 23 high, on which is placed another square of about half the extent and elevation. On this is a column 20 feet in diameter at the base, and 14 at the top. The colossal statue of

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* It was in this Cathedral that the funeral honors were paid to Charles Carroll, of Carrollton, the last surviving signer of the Declaration of Independence. He died in the city on the 13th Nov. 1832, and his remains were conveyed for interment to the vault on the premises of the family mansion, about 16 miles distant.

Washington, the largest one in modern ages, is placed on the summit, 163 feet from the ground.

The BALTIMORE AND OHIO RAIL ROAD commences a short distance from the Washington turnpike road on West Pratt street, where the company have established a depot. Under the authority given by the City Council, a line of railway has also been laid from the termination of the main stem of the road, at the Depot, down Pratt street to the Basin, whence it is constructed to the City Block, and runs parallel with the entire water front of the city, communicating with the wharves, and intersecting all the principal streets which extend northwesterly and southerly, as far down as the public property south of Jones' Falls, at which place there have been conveyed to the company, by the Corporation of Baltimore, two squares of ground, favorably situated for the convenient and economical transaction of an extensive commerce. An uninterrupted communication is thus opened along the whole extent of the road, between the Port of Baltimore and the Potomac river at Harper's Ferry, a distance of 67 miles; which is extended, by means of the Winchester and Potomac rail road, 30 miles farther in a southwesterly direction to Winchester, Virginia. There is also a lateral road, 2 or 3 miles long, from Harper's Ferry to the city of Frederick.

A double track has been laid most of the way to Frederick, and the travelling and transportation have thus far fully equalled the anticipations of the stockholders.

A ride as far at least as Ellicott's Mills, 13 miles from Baltimore, is considered almost a matter of course by strangers visiting the city. The scenery on the route,

being mostly in the vicinity of the Patapsco river, is picturesque and interesting. Among the works connected with the road, the *Carrollton Viaduct*, over Gwynn's Falls, about a mile and a half from the city, is one of the most magnificent pieces of architecture in America. This bridge, built of granite, contains one arch of about 80 feet span and 40 feet in height, and is 312 feet in length from end to end of the parapets.

The *Jackson Bridge*, is a single arch 109 feet long. The *Deep Cut* through a high and broad ridge of land, is about three fourths of a mile in length, its greatest depth 70 feet, and its width, at the summit of the ridge, 184 feet. The *Great Embankment at Gadsby's Run*, 5 miles from Baltimore, is nearly a mile in length, its greatest elevation 56 feet, and its greatest width 191 feet. *Gadsby's Run Viaduct* affords a passage to the waters of the run through the embankment. The arch, composed of dressed granite blocks, is of the extraordinary width of 120 feet from opening to opening. *The Patterson Viaduct* is an immense structure by which the road is carried to the opposite bank of the Patapsco. It is built of granite blocks, from 1 to 7 tons in weight, and its entire length is 375 feet. It has 4 beautiful arches, the two centre ones each a span of 55 feet, with extensive wings and water walls, abutments, &c. The height from the water to the crown of the arches is 30 feet. Besides these are the embankments at Stillhouse Run, two granite viaducts, the rock-side cutting at Buzzard's Rock, &c.

The BALTIMORE AND SUSQUEHANNAH RAIL ROAD, extending from Baltimore to York Haven, on the Susquehannah river, a distance of 60 miles, is also a work of

much utility to the city, and worthy the attention of tourists.

PUBLIC HOUSES. The City Hotel is one of the most splendid edifices of its kind in the union. It is centrally and most conveniently situated, presenting a front on Calvert-street of 117 feet, and running back 183. It contains 172 apartments, and was built expressly for a hotel, under the direction of its experienced proprietor, Mr. Barnum. In the basement of the building on Calvert-street is situated the Post Office, into which the traveller may deposit his letters by a conduit from the large Reading Room above. To all other conveniences combined in this establishment which travellers can desire, is added an observatory on the top of it, affording to its guests views of the Harbor and Fort M'Henry, the town, and the country seats that surround it.

The Indian Queen, the next largest establishment, is well and liberally kept by Mr. Beltzhover, its obliging and popular tenant.

The environs of Baltimore are generally much admired by visitants. A succession of elevated sites rising one above another, encircle it from the Philadelphia road on the east to the Washington turnpike on the west. From these eminences the stranger obtains, at a single *coup d'œil*, a view of the town and its numerous approaches by land and water.

Some of these heights are crowned with private residences, displaying all the taste and magnificence that characterize the seats of European opulence and refinement. Of these, the most expensively embellished and conspicuous is "Green Mount," the elegant summer re-

treat of a gentleman whose taste and hospitality happily correspond with his ample possessions.

FROM BALTIMORE TO PHILADELPHIA.

There are two routes—one via Frenchtown and New-Castle; and the other via Havre-de-Grace and Wilmington. We subjoin a sketch of both.

By way of Frenchtown and New-Castle—115 *miles.*

The route is by steamboat and rail road, as follows:

	Miles
By steamboat.	
From Baltimore to Fort M'Henry,	3
Sparrow's Point,	6
North Point,	4
Miller's Island,	8
Pool's Island,	8
Grove Point,	16
Turkey Point,	6
Frenchtown,	13

	Miles.
By rail road	
From Frenchtown, Md. to New-Castle, Del.	16
By steamboat.	
Christiana Creek, Del.	5
Marcus Hook, Penn.	8
Chester,	4
Lazaretto,	5
Fort Mifflin,	5
Philadelphia,	8

The course of the steamboat is down the Patapsco river to its entrance into the Chesapeake Bay. This Bay is 180 miles long, and varies from 10 to 25 miles in breadth, dividing the states of Virginia and Maryland into two parts, called the eastern and western shores. It has numerous commodious harbors, and affords a safe navigation. Among the waters which flow into it, besides the Potapsco, are the Susquehannah, Potomac, Rappahannock, York and James rivers.

North Point, 13 miles from Baltimore, is the spot where the British troops landed in September, 1814, and where a battle was fought, simultaneous with a naval attack on Fort M'Henry. The engagement resulted in

the defeat of the British, and the death of their commander, Gen. Ross.

From this point until reaching Turkey Point, at the mouth of Elk river, the Chesapeake presents a broad expanse and beautiful sheet of water, interspersed with an occasional island; of which Pool's is the largest and the most picturesque. On approaching the mouth of Elk river, the broad entrance of the Susquehannah is seen at the left; near which is discerned the village of Havre-de-Grace, which was burnt during the last war. Eight miles from Turkey Point, up the Elk river, the entrance of Back creek, connected with the Chesapeake and Delaware Canal, a very expensive and magnificent work, is seen at the right.

At Frenchtown, passengers leave the steamboat (their baggage having been previously placed in baggage waggons) and take the carriages of the RAIL ROAD, which extends to New-Castle, on the Delaware, a distance of 16 miles, being but 853 yards more than would be a perfectly straight line drawn from one to the other. At two points the excavation was attended with great difficulty and expense, especially at the western termination of the road, where the cutting was 37 feet deep, through a solid mass of tough red and black clay for a considerable distance.

The total cost of the New Castle and French Town rail road, including the land for its location, wharves, land for depots at both ends, locomotive engines, passenger and burthen cars sufficient to put it in complete operation, with a single track and the requisite number of

turn outs, has been estimated at about *four hundred thousand dollars.*

The ancient town of NEW CASTLE, at which the road terminates, still retains one of its original buildings, the date of which, in figures of iron on the gable end, shows that it was erected in 1687. The town was settled by the Swedes, many of whose descendants still continue to reside there, and retain the plain frank manners and thinking habits of their ancestors.

At New Castle, a steamboat is again taken, which proceeds up the Delaware 35 miles, passing the city of Wilmington, which is seen at a distance on the left, and the villages of Chester, Lazaretto, Fort Mifflin on an island in the Delaware, and Gloucester, to Philadelphia.

From Baltimore to Philadelphia, via Havre de Grace and Wilmington—94 miles.

The route is by rail road, as follows:

	Miles.		*Miles.*
From Baltimore to		Elkton,.....	11
Havre De Grace,.....	32	Wilmington,.....	18
Port Deposit,.....	5	Philadelphia,.....	28

Gunpowder river, emptying into the Chesapeake Bay, is crossed on a bridge 1 mile long, 11 miles from Baltimore; and Bush river, 8 miles further, is crossed in a similar manner.

HAVRE DE GRACE, (Md.) 32 miles from Baltimore, is on the west side of the Susquehannah river, at its confluence with the Chesapeake. It contains a bank, and is a place of some trade.

Between Havre De Grace and Port Deposit, located at the lowest falls of the Susquehannah, the river is cross-

ed in a steamboat, in which time and opportunity are given to passengers for refreshment.

ELKTON, the capital of Cecil county, Md., is located at the forks of the Elk river, 13 miles above its entrance into the Chesapeake Bay. The tide flows up to the town, affording a navigable intercourse with Baltimore, Norfolk, &c.

THE CITY OF WILMINGTON, 18 miles farther, is a port of entry, and the largest town in the state of Delaware. It is situated between Christiana and Brandywine creeks, one mile above their confluence, and two miles west of the Delaware river. Its position is high, airy and pleasant, and its streets are laid out with much regularity and taste. The facilities afforded here make it an important manufacturing town; it having some of the finest flouring mills and cotton factories in the union. It contains from 10 to 12,000 inhabitants, a spacious alms house, 3 banks, a United States arsenal, and 9 churches. An ancient building, called the old Swedish church, erected in 1698, stands near the Christiana creek in this town; opposite to which is an ancient church yard, used by the first settlers of the place. It contains a few tomb stones, the inscriptions of which are nearly defaced by the hand of time.

Within five miles of the city, in a highly romantic and rural country, are the Brandywine and Chalybeate Springs. It is a place of very considerable resort for health and pleasure during the warm season.

PHILADELPHIA,

The capital of Pennsylvania, is 28 miles from Wilmington. It stands on the west bank of the Delaware river, five miles from its confluence with the Schuylkill, which forms its western boundary. The city was founded in 1682, and incorporated in 1701. The charter being abrogated at the revolution, it remained under a provincial government till 1789, when it was incorporated a second time. Its population in 1830, including its suburbs, was 167,811. It is now about 220,000. The city is built on streets from 50 to 100 feet in width, running parallel and at right angles to each other. They are handsomely paved and are kept remarkably clean. The houses exhibit an appearance of neatness, uniformity and commodiousness, and many of them are ornamented with white marble. Opposite the city, the Delaware, which is 90 miles distant from the sea, is about a mile wide, and is navigable for ships of a large size. The most conspicuous buildings are the churches, the state house, the United States and Pennsylvania Banks, the Girard Bank, and the Institution for the Deaf and Dumb. The Bank of the United States was established in the year 1816, with a capital of $35,000,000; but its charter not having been renewed at its expiration in 1836, it was incorporated by the state of Pennsylvania in the early part of that year. The banking house is a splendid structure, built on the plan of the Parthenon at Athens, and is situated on a north and south direction, fronting on Chesnut and Library streets, having 8 gigantic fluted columns, embracing the whole front. From each of the fronts are spa-

cious porticos. The whole length of the edifice is 161 feet, and its breadth in front 87 feet. The main entrance is from Chesnut street, by a flight of marble steps.

There are in this city 80 houses for public worship; 16 banks, a custom house, an exchange, and a chamber of commerce.

The NEW BANK OF PENNSYLVANIA, in Chesnut street, is an extensive and elegant edifice of marble, of the Ionic order, and constructed after the model of the ancient temple of the muses, on the Ilyssus.

The PENNSYLVANIA HOSPITAL, in Pine street, is one of the oldest and most respectable institutions of that description in the union.

INDEPENDENCE HALL, in which the continental congress sat, and from whence the *Declaration of Independence* issued, is still standing. It is located in Chesnut street, is built of brick, comprising a centre and two wings, and has undergone no material alteration since its first erection. It is surmounted by a dome, having a clock, the dial of which being glass, is illuminated at night until 10 or 11 o'clock, showing the hour and minutes until that time. The front receding some distance from the street, affords a space for an ample walk, which is shaded by two elegant rows of trees. East of the main entrance, in the front room, the sessions of congress were held, and the question of independence decided. The declaration was first publicly read from the balcony fronting the spacious park in the rear.

The ARCADE contains Peale's Museum, one of the best in the United States, comprising the most complete rel-

eton of the Mammoth perhaps in the world. It was found in Ulster county, New-York.

The ACADEMY OF FINE ARTS, in Chesnut-street, contains a large number of paintings, several of which are the property of Joseph Bonaparte. Among these is one, executed by David, representing Napoleon crossing the Alps. Another is a full length portrait of Joseph himself, as king of Spain.

The U. S. MINT, established here, is a new and handsome edifice recently constructed for that purpose.

The CITY LIBRARY was first established through the enterprise and influence of FRANKLIN in 1731. It is located in a neat and ornamental edifice on the east side of Fifth-street, opposite the State House Square, and contains about 24,000 volumes, besides the Loganian library of ancient classics of about 11,000 volumes, under the same roof.

The ATHENEUM, on the second floor of the Philosophical Hall in Fifth-street, contains 5300 volumes and a variety of newspapers from various parts of the union. There are also deposited here a series of rare and valuable pamphlets, forming 100 volumes, which belonged to Doct. Franklin; many of which are enriched with his MS. notes. Strangers are admitted to this institution, on being introduced by a subscriber, and a register of their names is kept

The *American Philosophical Society* was founded in 1743, principally by the exertions of Doct. Franklin. The members have a large and commodious building on a part of the State House Square, in which they have deposited about 5000 volumes of valuable books, and a

collection of objects of natural history, consisting principally of minerals and fossil remains.

The UNIVERSITY OF PENNSYLVANIA in situated in Ninth-street, between Chesnut and Market streets. It was founded in 1750, and is in a highly prosperous and flourishing condition.

GIRARD COLLEGE. This splendid edifice is situated on the Ridge Road, on a site owned by the late Stephen Girard, and devised by him for that purpose. To his munificence, indeed, are the public indebted for the structure and for a fund for its maintenance. The building is 111 by 169 feet, 3 stories high, and is surrounded by a portico 21 feet wide, giving to the whole a neatness and elegance highly creditable to the taste of those who had the management of its construction.

WILLS' HOSPITAL, erected pursuant to the will of the late James Wills, for the reception of the lame and blind, is located on Race street, between Schuylkill Fourth and Fifth streets, and is a handsome stone edifice, 80 feet in front.

THE UNITED STATES' NAVAL ASYLUM is situated on the river Schuylkill, a short distance below the junction of South street with Gray's ferry road. It is 385 feet in front, including a central building, and is an imposing and chaste edifice. It is designed as a place of permanent abode for such of the officers, seamen and marines of the navy as may need a home in their retirement from its service. It is sufficiently capacious to accommodate 400.

The NEW ALMS HOUSE consists of four distinct edifices disposed at right angles with one another, enclosing an interior space of 700 by 500 feet. The location of

these buildings is on the west bank of the Schuylkill river. The grounds appended to the establishment are spacious, and the arrangements such as might be anticipated from the hospitality and benevolence for which the inhabitants of this city have become so proverbial.

The PHILADELPHIA EXCHANGE is situated on a triangular piece of ground, bounded by Third, Walnut and Dock streets, and is one of the most beautiful specimens of Grecian architecture ever executed in America, representing in its appearance the celebrated Lantern of Demosthenes at Athens. The basement contains the post office and several insurance and other offices. The exchange room, which is bold and effective, occupies the eastern end of the principal story, and is approached by steps on each side of the semicircular basement, and from the hall in the basement story. The eastern portico forms an interesting promenade for those who visit the Exchange. From it may be seen the shipping at Walnut street wharf, the custom house, the Girard bank, and the Pennsylvania bank. Omnibuses can be taken from this point at all times for various parts of the city.

Besides the public buildings already noticed, are the Orphan Asylum, in Cherry street; the Pennsylvania Institution for the Blind, Race] street; Orphan Asylum of St. Joseph's, Spruce street; Pennsylvania Institution for the Deaf and Dumb, on Broad and Pine streets; Hall of the Franklin Institute, Seventh street; Academy of Natural Sciences, Twelfth street; Jefferson College, Tenth street; Musical Fund Hall, Locust street; Theatre, Walnut street; Theatre, Arch street; Museum, Eighth and Sansom streets, &c.

Of the public works of Philadelphia, there are none of which its inhabitants are more justly proud than those at Fair Mount, by which the city is supplied with water of the best quality in the greatest plenty. Fair Mount is in the rear of the city, upon the bank of the Schuylkill, the neighborhood of which affords a variety of romantic scenery. The situation is such as peculiarly adapts it for the purpose to which it has been devoted. The reservoirs are situated on the top of a hill rising from the river, a part of it perpendicular rock, upwards of one hundred feet. The ascent from the river to the reservoir is by a flight of substantial steps, with resting places. The reservoirs, which are surrounded with a fence, outside of which is a gravelled walk, contain upwards of twelve millions of gallons, supplying the city through between 15 and 20 miles of pipes. The water is raised by machinery propelled by the Schuylkill. The speed of the wheels may be graduated to any required number of revolutions per minute; and if all are in motion, they will raise 7,000,000 gallons in 24 hours. The whole expense of these works, including estimated cost of works abandoned, was $1,783,000. That required to keep them in operation is comparatively trifling. The quantity of water thus disseminated through the city, is not only sufficient for every family, but is used to wash the streets. It is of immense service in case of fire, as it is only necessay to screw the hose to hydrants, which are placed at convenient distances, to secure a constant stream of sufficient force to reach an ordinary height.

The NEW PENITENTIARY, located on elevated ground near the city, is designed to carry the principle of solitary confinement completely into effect. Ten acres of land are occupied for the purpose, forming a square of 650 feet each way, and enclosed by massy walls of granite 35 feet high, with towers and battlements. The prison is in the centre of the square, and is admirably calculated for the purpose for which it was designed. The expense incurred in its erection was upwards of $300,000.

The principal *Hotels* in the city are the United States Hotel, opposite the U. S. Bank in Chesnut street; Congress Hall, Chesnut street, near Third; Tremont House, between Third and Fourth streets; City Hotel, Third street, between Market and Arch; North American Hotel, Chesnut street, between Sixth and Seventh; Mansion House Hotel, Third street, between Walnut and Spruce; Commercial Hotel, Chesnut street; Indian Queen Hotel, Fourth street; Washington Hotel, do.; Philadelphia Hotel, Second street; Third Street House, Third street; Broad Street House, Broad street; Philadelphia House, Chesnut street.

The banks of the Schuylkill, near Philadelphia, contain numerous elegant country seats, and several public buildings. Among the private residences, none are perhaps more justly admired than that of Henry Pratt, Esq. on Lemon Hill. The Mansion House is situated on the eastern bank of the river, and directly above the Fair Mount Water Works, about a mile from the city. Connected with the mansion are gardens of the most extensive kind, laid out in a style of much elegance and taste. To these gardens respectable citizens and strangers have

free access; and a ride to them is among the various pleasant excursions in the vicinity of the city.

The SHOT TOWER of Mr. Beck is also an object of much curiosity to strangers visiting Philadelphia. It stands on the east bank of the Schuylkill, in the rear of the city, and is a lofty edifice, from the top of which a very extensive view can be had of the surrounding country.

The PENN MONUMENT, commemorative of the spot where William Penn, the founder of the colony of Pennsylvania, made a treaty with the aborigines, is near the intersection of Beach and Hanover streets.

INTERNAL IMPROVEMENTS.

The UNION CANAL commences near Reading, on the Schuylkill river, 51 miles northwest of Philadelphia, and extends thence in a westerly direction to Lebanon, and thence along the Swatara creek to Middletown, on the Susquehannah river, nine miles below Harrisburgh, the seat of government of the state. The length of the canal is 79 miles; and by the extension of a branch of about 7 miles, and the construction of a rail road of 4 miles, a communication is had to the "Coal Region."

By means of the Union Canal and the Schuylkill slack water navigation, there is also a communication from Philadelphia to the Susquehannah river; and this communication is greatly extended by the

PENNSYLVANIA CANAL, which commences at Columbia, 82 miles northwest of Philadelphia, the terminating point of the Columbia rail road from that city, and unites with the Union Canal at Middletown, 18 miles farther. From

thence it proceeds in a westerly direction to the Juniata—thence up that river to the foot of the Alleghany mountains, which are crossed by a rail road, 37 miles long; at the end of which the canal re-commences, uniting with the Alleghany and Ohio rivers at Pittsburg. The whole length of this canal, including the Columbia rail road and the rail road across the mountains, is 395 miles. After reaching the Juniata, a singularly romantic and beautiful stream, the canal winds along a gentle and practicable acclivity, following the bed of the river for nearly a hundred miles. Two mighty ranges of mountains rise from the limpid Juniata, like two green leaves of an immense opening volume. These mountains, apparently arranged to the course of this stream, seem to lie almost at right angles to the great parallel ridges. The Juniata finds a passage by a very equable and gentle declivity through all the mountains except the last ridge that parts its waters from those of the Ohio. More beautiful forms of mountains than those which skirt this river can no where be seen. Sometimes, for many miles together, they rise, smooth, verdant and unbroken, by equable slopes, from the very verge of the stream to the height of twelve hundred feet; and here, apparently, when the fountains of the great deep were broken up, the rocky summits of the mountains were dismembered at the same time. For miles together, and in many places the whole sides of the grand slope, from summit to base, are strown with large fragments of smooth building stone; and it is inconceivable how smoothly and completely they line the sides of these mighty hills. Layers of these rocks cover thousands of acres, for a depth apparently of 40 or 50 feet; and for

a considerable distance the road is formed by the removal of these layers along the sides of the mountains, the carriage winding its way many hundred feet above the canal, which is perpendicularly below.

In other places, more recent slides of the earth and rocks from the summits of the mountains have cut away a visible and uniform path, sweeping trees and every obstacle before it, until the spoils are accumulated at the foot of the mountains. Indeed every foot of this route of a hundred miles is enriched with scenery of unexampled sublimity; and we can imagine no higher treat for the tourist than a passage along its banks, connected with the crossing of the Alleghanies, and a trip to Pittsburg.

In addition to the foregoing, the state has completed a canal from the mouth of the Juniata up the Susquehannah to the forks at Northumberland, 39 miles; from Northumberland to Dunnstown, 66 miles; from Northumberland to Nanticoke falls, 61 miles, and a further extension of the latter 15 miles. Also a canal from Bristol to Easton on the Delaware river, 60 miles; and about 74 miles of a canal which is to extend from Pittsburg on the Ohio river to Erie, on the lake of that name.

The following canals belong to private incorporations: The Union canal, already noticed at p. 59; the Schuylkill canal, from Philadelphia up the Schuylkill river, intersecting the Union canal at Reading, to the Schuylkill coal mines at Mount Carbon—length, including 46 miles of slack water in the river, 108 miles; the Lehigh canal, from Easton on the Delaware, up the Lehigh river to the coal mines at Mauch Chunk, and from thence to Stoddartsville—length 46 miles; a part of the Hudson and

Delaware canal, from Honesdale on the Lackawaxen to the mouth of that stream—about 20 miles; Conestoga Navigation, an improvement of the Conestoga creek by locks and dams, from its mouth to the city of Lancaster, 18 miles; and the Codorus Navigation, an improvement of the Codorus creek from its mouth to the borough of York, 11 miles. Making the total distance of canal navigation now in use in the state about 800 miles.

The state has also constructed the Columbia, Allegheny Portage, and Norristown rail roads, which are noticed in subsequent pages of this work.

FROM PHILADELPHIA TO PITTSBURG, PA.

By rail road and canal.—391 *miles.*

The intermediate distances are as follow:

	Miles.	
By rail road.		
Fair Mount,.....		1
Viaduct over Schuylkill, ...	2	3
Buck Tavern,....	8	11
Spread Eagle,...	5	16
Paoli,.....	5	21
Warren, ...	1	22
Valley Creek,....	7	29
Downingtown,...	3	32
Coatesville,.....	8	40
Gap Tavern,....	11	51
Mine Ridge,.....	1	52
Mill Creek,.....	5	57
Soudersburgh,....	3	60
Lancaster, ...	9	69
Mountjoy,.....	12	81
Middletown,.....	15	96
Harrisburgh,.....	9	105
By canal.		
Blue Mt. Gap,...	5	110
Port Dauphin,...	3	113
Duncan's Island,	9	122
Newport, ...	10	132
Thompsontown,..	11	143
Mexico,.....	7	150
Mifflintown,.....	4	154
Lewistown, ...	14	168
Waynesburgh,...	14	182
Aughwick F's,...	12	194
Huntingdon,.....	17	211
Petersburg,.....	7	218
Alexandria,.....	7	225
Williamsburgh,..	12	237
Frankstown,.....	10	247
Hollidaysburg,...	3	250
By rail road.		
Across Alleghany Mountains to Johnstown,....	37	287
By canal.		
Laurel Hill,. ...	7	294

	Miles.			Miles.	
Lockport,.....	10	304	Leechburg,.....	10	355
Chesnut Hill,....	5	309	Alleghany Aqueduct,.....	3	358
Blainsville,.....	8	317	Logan's Ferry,...	15	373
Saltzburg,.....	16	333	Pittsburg,.....	18	391
Warrentown,....	12	345			

The COLUMBIA RAIL ROAD, which composes a part of this route, commences at the depot at the intersection of Vine and Broad streets, and extends up the valley of the Schuylkill through Pratt's Garden to the river, which is crossed 3 miles from the city, on a handsome viaduct 1045 feet long, 41 feet wide, and 30 feet above the surface of the water. Immediately succeeding the viaduct is an inclined plane 2805 feet long, rising 1 foot in 15, which is surmounted by means of a stationary steam engine, placed at the head. The line of the road passes from thence over an undulating surface, requiring heavy excavations and embankments, through portions of Philadelphia, Montgomery and Delaware counties, till it reaches the viaduct of Valley creek, which is a wooden structure about 600 feet long, supported on piers from 35 to 55 feet high. Immediately beyond the viaduct the traveller catches the first glimpse of the Great Chester Valley, long esteemed to be one of the most beautiful and fertile sections of the state. At the distance of 21 miles from Philadelphia, the line is intersected by a branch road leading to Westchester, the cost of which was about $85,000. At 30 miles, a little to the south of Downingtown, the road crosses the East Brandywine by a viaduct 465 feet long and 25 feet high. Some distance farther, the line crosses the West Brandywine by a viaduct 835 feet long and 72 feet above the surface of the water.

Still ascending the main valley of Chester, the line reaches the summit, which divides it from that of Lancaster. This place is known as the Deep Cut through Mine Hill. Thence descending the Lancaster valley, the road crosses the Pequa, by a viaduct 150 feet long and 24 feet high and soon after, Mill creek, by a similar construction 550 feet long and 40 feet high. Thence it follows the general features of the country till it reaches the immense viaduct over Conestoga river. The piers are 60 feet above the surface of the water, and the whole length of the platform 1412 feet. Not long after, the road enters Lancaster by a high embankment, the materials of which were obtained from the deep rock cutting in the town.

LANCASTER, 69 miles from Philadelphia, is an incorporated city and one of the oldest towns in the state. It is pleasantly situated on the side of a hill one and a half miles west of Conestoga creek, which falls into the Susquehannah 9 miles below. The city contains several handsome public buildings and numerous manufactories, and is surrounded by a beautiful and highly cultivated country. Its population is between 7 and 8000.

The Columbia rail road is continued 13 miles from this place to the village of Columbia, on the Susquehannah river, where by means of an inclined plane 1800 feet long, it communicates with the eastern division of the Pennsylvania canal.

The Lancaster and Harrisburgh rail road, however, is usually taken by passengers for Pittsburgh. It reaches HARRISBURGH in a distance of 36 miles. This village, which contains the capitol of the state, is regularly laid out on the east bank of the Susquehannah, over which a

bridge is erected, one mile long. The village contains 7 or 8 public buildings, as many churches, and about 4500 inhabitants. The capitol is handsomely situated on an eminence, commanding a fine view of the town, river and surrounding country. To the north the mountain scenery is imposing, and the opening or gap through which the river passes presents a beautiful appearance. The building in which the legislature meets is an extensive structure of brick, in the centre of which is a semicircular portico or entrance, which is approached by a flight of steps. The roof of the portico is supported by six massive columns, rising to the height of the main building. From the portico there is an entrance into the rotunda or hall of the building which separates the chambers of the two houses. To the right is the hall of representatives—to the left that of the senate. Immediately in front, as you enter the first hall, is the speaker's chair, elevated upon a rostrum above those of the clerks, which derives an interest from the fact that it is the same chair in which John Hancock first sat when he was chosen President of the continental congress.

The PENNSYLVANIA CANAL, which is here taken, has already been noticed at p. 59. It passes along the bank of the Susquehannah to its junction with the Juniata; and for miles the traveller is floated between the river and its lofty shore, separated from the former only by the breadth of the tow path, which, on the side towards the river, is solid and massive masonry. On the other side of the canal runs the turnpike, and so scant is the interval between the river and the shore, that for the passage of these thoroughfares of trade and travel, the founda-

tions of the hills have been cut away, and the traveller sails along their bases, with the precipitous crags impending many hundred feet above him. The whole number of locks on this canal are 111—dams, 18—aqueducts, 33.

Lewistown, 53 miles from Harrisburgh, is the capital of Mifflin county, and is the most important village passed on the route. It contains a population of 1500 or 2000 inhabitants.

On reaching Hollidaysburgh, the termination of the canal at the foot of the Alleghany mountains, the traveller prepares to cross the mighty division of the east and west—not in a lumbering coach drawn by wearied horses—but in a rail road carriage drawn by steam. The change from the sluggish motion of the boat to the speed of the car is very acceptable, and the rail road over the mountains proves an agreeable interlude to the monotony of a canal passage.

The aggregate of ascent and descent at this point is 2570 feet—1398 of which is on the eastern and 1172 is on the western side of the mountain. The ascent is by 5 inclined planes, of nearly a mile each in length. On the summit, in a solitude like that of St. Bernard upon the Alps, stands a fine mansion, whose spacious accommodations and welcome cheer invite an hour's delay. Before commencing the descent of the mountain, the traveller comes to the celebrated tunnel, hewn through the solid rock, 870 feet long by 20 feet in height, the rumbling of the cars through which is like the reverberation of distant thunder. The descent is then effected like the ascent, by means of 5 inclined planes of about a mile each. After leaving the fourth, the road crosses a stream

upon a magnificent specimen of pontic architecture, 70 feet above the water, which it spans with a single arch of 80 feet. It is beautifully constructed of hewn stone, and curiously contrasts with the wildness of the surrounding scenery. The last plane being descended, the tourist soon finds himself at the termination of the rail road in the village of Johnstown, 37 miles from its commencement. Here a packet is again taken, which enters the western division of the Pennsylvania canal; which follows the Conemaugh river for a distance of 78 miles, until it intersects with the Alleghany, which terminates at Pittsburg. It is 104 miles long, has 64 locks, 10 dams, 2 tunnels, 16 aqueducts, 94 culverts, and 152 bridges. After leaving Johnstown, the canal passes through a tunnel more extensive than the one on the Portage rail road. The height of the hill which it perforates is 250, and the length of the tunnel 917 feet. The traveller, indeed, passes *under* an improved farm, the *well* attached to which is directly over the tunnel!

The time employed in reaching Pittsburg from Hollidaysburgh is about 30 hours; and from Philadelphia about 4 1-2 days. Fare for the whole distance, including meals, about $15.

FROM PHILADELPHIA TO PITTSBURG,

By rail road and stage—305 *miles.*

INTERMEDIATE DISTANCES.

	Miles.			*Miles.*	
By rail road.			Bedford,.....	31	206
To Harrisburgh, as noticed at p. 62,..		105	Shellsburg,.....	9	215
Chambersburgh,..	51	156	Stoystown,.....	19	234
By stages.			Laughlintown,...	16	250
M'Connelstown,..	19	175	Greensburg,.....	23	273
			Pittsburg,.....	32	305

This route is performed in about 3 1-2 days.

PITTSBURG, an incorporated city, is situated on a beautiful plain, on a broad point of land, where the confluence of the Alleghany and Monongahela forms the Ohio river. The population of the city proper is about 18,000, and, including the suburbs, about 28,000. It is compactly, and in some places handsomely built; though the universal use of pit coal for manufacturing and culinary purposes, has so far blackened the exterior of every building, as to give the town a gloomy appearance. Its position and advantages, however, will continue to render it a place of attraction for builders and capitalists; and it has already been very appropriately termed the Birmingham of America, there being not less that 300 manufacturing establishments, many of which are very extensive. Independently of the immense amount of iron wrought at this place, boat and steamboat building have been pursued on a greater scale than in any other town in the western country. Small boats are continually departing down the river at all seasons, when the waters will admit. In moderate stages, great numbers of steamboats arrive and

depart. The city has also immense advantages of artificial as well as natural water communications. Besides the Pennsylvania canal, already described, which terminates here, another canal is in progress to connect it with Lake Erie through Meadville, and another proposed to the mouth of the Mohoning, where it will connect with a branch of the Ohio and Erie canal from its summit head.

Among the public buildings in Pittsburg are 13 churches, a university, high school, exchange, bank and museum.

From Pittsburg, steamboats may be taken for Cincinnati, Ohio, 465 miles; to Louisville, Ky., 175 miles farther; or to New-Orleans, 1400 miles farther. The time employed in reaching the latter place is about 12 days, and the usual expenses from $40 to $60.

THE COAL MINES.

Since the discovery and opening of the extensive coal mines in Pennsylvania, and the great internal improvements which have been made in the state, providing an easy communication to them, it has become almost a matter of course to embrace them within the tour of the middle and northern states. The Lehigh and Schuylkill, the principal mines already explored, are located from 100 to 120 miles in a northeasterly direction from Philadelphia, between a chain of mountains denominated the Blue Ridge and the Susquehannah river. The anthracite district is principally occupied by mountains running parallel to the Blue Ridge, often broad with table land summits, and rising generally about 1500 feet above the ocean. These summits, by repeated fires, have been principally divested of timber, and are generally too stony

for tillage. The beds and veins of anthracite range from northeast to southwest, and may often be traced for a considerable distance by the compass; but they have been found in the greatest quantity in sections most accessible by water. Extensive beds and veins range from the Lehigh to the Susquehannah, crossing the head waters of the Schylkill and Swatara about 10 miles northwest of the Blue Ridge. They are also found contiguous to the Susquehannah and Lackawana. But in no part of the district does the anthracite exist in such apparently inexhaustible beds as in the vicinity of Mauch Chunk, a village situated on the Lehigh, 35 miles from Easton, and 108 by canal from Philadelphia. The coal is there excavated on the flat summit of a mountain that rises near 1500 feet above the ocean. It is disclosed for several miles on the summit wherever excavations have been made, and is indicated in many places by coal slate in a pulverulent state, on the surface. The mountain rises with steep acclivity, particularly on the northwest side, and when penetrated at various altitudes, discloses coal at about the same distance from the surface. In the deep excavations made on the summit, no termination of the coal has been found, and it is not improbable that anthracite forms the nucleus of the mountain for a considerable distance.

Next to Mauch Chunk, Mount Carbon, or Pottsville, situated at the head of the Schuylkill canal, has been the principal source of the supply of anthracite. Many large veins are worked within three miles of the landing; and some have been opened seven miles to the northeast, in the direction of the Lehigh beds. On al-

most every eminence adjacent to Pottsville, indications of coal are disclosed. The veins generally run in a northeast direction, with an inclination of about 45 degrees, and are from 3 to 9 feet in thickness. Commencing at or near the surface, they penetrate to an unknown depth, and can often be traced on hills for a considerable distance by sounding in a northeast or southwest direction. Some veins have been wrought to a depth of 200 feet without a necessity for draining, the inclined slate roof shielding them from water.

On the extensive tract occupied by the New-York company, five miles from Pottsville, there are also inexhaustible coal beds, in the excavating of which from 300 to 400 hands are employed.

Southwest of Pottsville the coal becomes more easily ignited, and that at Peter's mountain, a few miles east of Dansville, is said to contain bitumen. It is probable that the coal in that vicinity embraces, like the Wilkesbarre, much more inflamable gas than the Lehigh, which may have led to the supposition that it was bituminous.

Anthracite is found on several of the streams that discharge into the Susquehannah, on its eastern side. A large bed exists a few miles easterly from Berwick, and numerous veins occur from an elevated part of the Wilkesbarre mountain, to the Kingston and Shawnese mountains, that form the western border of the basin of Wyoming. Veins of coal in the vale of the latter,* about 125

* The valley of Wyoming is rendered memorable in history from the bloody massacre of the white settlers by he Indians commanded by Col. Butler during the revotution, and immortalized in song by the beautiful poem of

miles northwest of Philadelphia, are not only very numerous, occurring on almost every farm, but many are of uncommon thickness.*

Extensive beds of coal are also found adjoining the head waters of Lycoming creek, which lie in horizontal veins, elevated considerably above the ordinary level of the adjacent country, and are, of course, mined with much less difficulty than in many other districts. These mines are advantageously located for supplying the city of New-York and the southwestern part of the state, and will doubtless prove of great value to a company which has been chartered to explore them.

ROUTE TO THE SCHUYLKILL COAL MINES.

96 miles.

The Germantown, Norristown and Reading rail roads, extend from Philadelphia to Reading, 59 miles; from whence to Pottsville, by stage or canal, is about 37 miles. The latter portion of the route, indeed, will soon be occupied by the Reading rail road, which is to connect, at various points, with the Mount Carbon, the Dansville and Pottsville, the Mill Creek and Schuylkill Valley, the Mine

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Campbell. The village of Wilkesbarre, on the Susquehannah river, has been built near the place of this massacre. Solomon's creek, a tributary stream, and which unites with the Susquehannah in this valley, contains two very romantic falls, a very short distance from the village.

* For the preceding sketch of the coal region, the editor is mostly indebted to the Journal of Science and Arts, an invaluable work, published at New-Haven, Conn., by Professor Silliman.

Hill and Schuylkill Haven, and the Little Schuylkill rail roads—thus uniting with all the rail ways in the Schuylkill coal region. By means of a branch, it also connects with the Columbia rail road, within five or six miles of its termination.

GERMANTOWN, 7 miles from Philadelphia on this route, is distinguished as the spot of a sanguinary contest during the revolution.

NORRISTOWN, 10 miles farther, is handsomely located on the north bank of the Schuylkill. It is the capital of Montgomery county, and contains a number of elegant dwellings. It was formerly the residence of the celebrated Doct. Rittenhouse.

POTTSTOWN, or POTTSGROVE, 19 miles above Norristown, is a pleasant village on the east bank of the river.

READING, 23 miles farther, located on the east side of the river, is the capital of Berk's county. It is a flourishing town, regularly laid out, and is inhabited principally by Germans. Its population is about 7000. Near this place the Union Canal, noticed at page 59, commences.

HAMBURGH is situated on the east side of the river, 23 miles above Reading, near the Blue Ridge. It is a pleasant and thriving village, near which is what is called the *Mountain Dam*, 27 feet high. The passage of the Schuylkill and canal through the Blue Ridge is interesting and romantic. The mountains bordering the ravine are lofty and precipitous, presenting ledges of old and red sand stone, with coarse and fine silicious gray wacke. The turnpike winds on the mountain side at a great elevation

above the stream, giving to the traveller a sublime and varied scenery. The navigation through the pass, or what is called the Schuylkill Water Gap, is effected by stone dams of magnitude and permanent construction; and groops of locks, water falls and broad sheets of water are frequent.

After passing the Water Gap, the next object of attraction is the *Tunnel*, which has been bored through a hill 375 yards for the canal. The village of Orwisburgh is 3 miles farther; from which to

MOUNT CARBON OR POTTSVILLE is 8 miles. This place, centrally located in the coal region, has attained an astonishing growth within a few years. In 1824 it was a wilderness; in 1836, it contained about 600 dwellings and 7000 inhabitants; several churches, a bank, 3 printing offices, and a large number of stores, shops and public houses, some of which are very elegant. The town is laid out in regular squares, and the main street, about a mile in length, presents on each side a compact row of large and substantial buildings. The principal streets are M'Adamized in the centre, with brick side walks, giving a neat and durable appearance to the promenades.

The coal in this region has been described in the preceding pages of this work. Besides the numerous facilities afforded for its transportation by water, several rail roads have been constructed in the vicinity of Mount Carbon. Among these, are the Mount Carbon rail road, from Mount Carbon to Norwegian Valley, 7 miles; the Schuylkill Valley rail road, from Port Carbon to Tuscarora, 10 miles, and branches 15 miles more; the Schuylkill rail road, 13 miles; the Mill Creek rail road, from

Port Carbon to the coal mines near Mill Creek, 7 miles, including branches; the Mine Hill and Schuylkill Haven rail road, from Schuylkill Haven to the coal mines at Mine Hill, including branches, 20 miles; the Pine Grove rail road, 4 miles; the Little Schuylkill rail road, from Port Clinton to Tamaqua, 23 miles; and the Lackawaxen rail road, from Honesdale to Carbondale, 17 miles.

Of the numerous villages which have sprung up in the vicinity of these mines is Port Carbon, a short distance from Pottsville, containing from 250 to 300 buildings.

Pursuing up the route of the Valley rail road, the traveller next comes to Tuscarora, Middleport, Patterson, New Philadelphia, and Tuscarora again. The three former places are at the intersection of the large lateral road which leads up the creek tributary to the river.

Up the Mill Creek rail road, about 2 miles, is St. Clairsville, and at its head New Castle, where the road from Port Carbon intersects the Centre Turnpike. Both these places have extensive water powers, and are admirably located for mills, &c.

At the junction of the West Branch of the Schuylkill with the main river, Schuylkill Haven is a beautifully situated place, which will be a mart for all the immense coal region of the West and west West Branches; this location is destined to be the focus of an extensive business. Minersville is another site on the same branch, nearly west of Pottsville. This, from its situation among extensive colleries, has already become a populous place, as the residence of those engaged in the coal business. Further up on the Broad Mountain, is Carbondale, which also promises to be a place of some importance.

ROUTE TO THE LEHIGH COAL MINES.

From Pottsville, a stage can be taken to Mauch Chunk, at the Lehigh coal mines, a distance of 32 miles in a northeasterly direction. This route is recommended to travellers from the south, designing a general visit to the coal regions. From the north, the most direct route is, to pursue the line of the Morris canal from Newark, New Jersey, to Easton, or the route from New-York to Schooley's Mountain, and from thence to Easton, proceeding up the Lehigh to Mauch Chunk. A very common route from Philadelphia to the Lehigh is by steamboat to Bristol, 20 miles up the Delaware, and from thence by stage through Newton and New Hope to Easton, 50 miles farther. This route is mostly on the bank of the Delaware, and passes through a pleasant section of the country, affording a rich and diversified scenery.

MAUCH CHUNK.

The village of Mauch Chunk is situated on the western bank of the Lehigh, in a deep romantic ravine, between rocky mountains that rise in some parts precipitously to 800 or 1000 feet above the stream. Space was procured for dwellings by breaking down the adjacent rocks, and by filling a part of the ravine of the Mauch Chunk creek. A portion of this stream has been transferred to an elevated rail way, and is used to propel a grist mill. The village contains about 250 dwellings, belonging principally to the Lehigh Company, who have between 800 and 1000 men m their employ. Mauch Chunk

seems by nature designed for a place of business, but as there is not sufficient room, owing to the approach of the mountains to the Lehigh, for a town of much size, the business of the place will most likely be confined principally to the shipment of coal.

The MAUCH CHUNK RAIL ROAD leads from near the coal mines on the mountain down an inclined plane to the Lehigh river. It is 8 miles long, and has been in operation 9 or 10 years. The road generally passes along a narrow shelf, with precipices on its side not unfrequently of from 300 to 600 feet. At the end of the rail road, the cars are let down to the river on an inclined plane of 709 feet, equal to a perpendicular descent of 200.

The same company have also constructed a rail road 5¼ miles in extent from Mauch Chunk up the Lehigh to a coal mine.

The LEHIGH CANAL was noticed at page 61. The LEHIGH RIVER is a copious rapid stream, and rises by various mountain branches 40 miles northwest of Mauch Chunk, which unite below Stoddartsville, 25 miles above the former place. The fall of the river between these two places is 845 feet. Eleven miles below Mauch Chunk, it passes through the Kittatinny mountains, and in the intermediate space falls 245 feet. From the Lehigh Water Gap, or passage through the Kittatinny, to its junction with the Delaware at Easton, 35 miles, it falls 205 feet; making the entire fall from Stoddartsville 1210 feet. To overcome the descent from Mauch Chunk to Easton, 21 dams and 52 locks have been found necessary. They are located at the head of the rapids, enabling the navigator to command an artificial freshet, when the stream

from its dispersion would not otherwise admit of the passage of boats. Water from the dam is copiously admitted into a rail way that extends to the foot of the rapid. The gates are attached by hinges to the bottom of the lock, and rise by the force of water admitted from a floom, constructed parallel with the lock, and remain suspended, forming a section of the dam. If the gate of the floom is closed, the water between the gates passes off, and they fall by their own weight and the pressure of the water from the dam.

The LANDING, or Lausanne, above Mauch Chunk, from its location at the head of the navigation, and at the commencement of the road leading to the Susquehannah, is a place of deposit for merchandize and produce destined to and from the upper country. Eight miles below Mauch Chunk is the pleasant village of

LEIGHTON. The village commands a prospect of the river and canal; the valley in which the town of Weiss Port is located; the Blue Mountain in the distance, and a nearer view of the Mahoning mountain and the Lehigh hills. The Mahoning creek flows at the foot of the Mahoning mountain, and empties into the Lehigh within half a mile of the village, where has been discovered a mineral spring, the waters of which have proved highly beneficial in many cases of disease and debility.

The LEHIGH WATER GAP is 3 miles farther. The river is here confined within very narrow limits, being bounded on either side with the bold and precipitous Kittatinny mountains. The scenery is in a high degree wild, picturesque, and frequently sublime. Below the mountains, the features of nature are less magnificent, but still fol-

low in a romantic succession of strongly contrasted and elegant landscapes.

BETHLEHEM is 11 miles from the Water Gap. It is a settlement of the Moravians, or United Brethren. The situation is healthful and pleasant, and it is a place much resorted to in the summer months. The church belonging to the society is one of the largest in the state, though exhibiting in its structure much plainness. From its steeple a very beautiful, picturesque and extended view can be obtained. In one direction the scene stretches for upwards of 20 miles along the course of the Lehigh and the Water Gap, the wandering explorations of the eye terminating at the Blue Mountain range.

The house where Gen. Lafayette lay during his recovery from the wound he received at the battle of Brandywine, is pointed out here. His nurse on that occasion, who had continued to reside in the place, received a visit from him when he was last in this country.

EASTON is 12 miles from Bethlehem, and is the capital of Northampton county, Penn. It is located on the Delaware river, immediately above the entrance of the Lehigh, in a valley between the Musonetcunck mountains. Several rude and isolated hills stand in the valley, commanding extensive views and giving to the place a picturesque appearance. The town is tastefully laid out, with an open square in the centre, and contains several handsome dwellings. Its public buildings are a college, court house, jail, 4 churches, a bank and an academy. A bridge extending across the Delaware at this place cost $60,000. There is also a chain bridge across the Lehigh.

The location of Easton is highly favorable for trade. Besides the great advantages here possessed for manufacturing purposes, and the contiguity of the place to the Delaware and Lehigh river, it is the point at which three important canals, the Delaware, the Lehigh and the Morris, concentrate.

The MORRIS CANAL extends from Easton to Newark, New Jersey, a distance of 86 miles, and from thence to Powles' Hook, opposite New-York, 8 miles further, lockage 1600 feet, which is surmounted by inclined planes. From Newark to Paterson, the country through which the canal passes is beautiful. At the latter place a view of the extensive manufactories is had, located on the north. On the south, the canal for some distance is bounded by mountainous rugged cliffs, the rocky excavations through which were attended with great labor and expense. Four miles above Paterson is what is called the Grand Aqueduct across the Passaic river at the Little Falls. Half a mile further is an aqueduct across the Pompton river, a work of considerable magnitude.

From Easton to the Delaware Wind Gap, an important passage through the Blue Mountains, is 12 miles, in a northwardly direction.

From Easton to the Delaware Water Gap, the distance is 23 miles. The route proceeds up the river to Richmond, 14 miles; from thence to Williamsburgh, 4 miles; and from the latter place to the Water Gap, 5 miles. The current of the stream is here contracted at the base of two lofty mountains in opposite directions, between which the passage is extremely narrow. It is supposed that here was formerly a barrier over which the river

flowed in the form of a cataract, which was subsequently worn away, leaving a smooth unruffled current. The scene is wild and highly interesting.

From Easton to Schooley's Mountain and thence to New-York, the whole distance is 71 miles as follows:

	Miles.		*Miles.*
From Easton to Philipsburgh,	1	Morristown,	6
Top of Schooley's Mountain,	24	Passaic river,	7
Mendham,	12	Newark,	11
		New-York,	10

SCHOOLEY'S MOUNTAIN, in New-Jersey, is a place of fashionable resort from New-York, in the summer months, owing to its cool, airy and healthful situation, and to the extensive prospect afforded from its top; on which there is an excellent public house. Within a mile of its summit there are mineral springs, which are usually resorted to by visitants at the mountain house.

NEWARK, N. J., which is located on this route, is noticed in a subsequent page.

Having thus far diverged from the usual route to the north, for the purpose of describing the coal region, and the most interesting natural and artificial objects connected therewith, we return to Philadelphia, to resume the regular excursion.

FROM PHILADELPHIA TO NEW-YORK.

There being two prominent routes, we give a sketch of each for the convenience and choice of travellers.

Route by the Camden and Amboy Rail Road—85 miles.

The intermediate distances are as follow:

	Miles.
By steamboat.	
From Philadelphia to	
Burlington, N. J.,..	18
Bristol, Penn.,.....	1
Bordentown, N. J.,...	9

	Miles.
By rail road.	
Hightstown,.....	14
Amboy,.....	20
By steamboat.	
New-York,.....	23

BURLINGTON, the capital of the county of the same name, is 12 miles below Trenton and 18 above Philadelphia. It is delightfully situated, and contains some handsome public and private houses.

BRISTOL is one mile farther, on the opposite side of the Delaware, in Bucks county, Pennsylvania. This place contains several fine residences, and is an attractive and interesting country village. Some of its flower gardens, which are unusually elegant, and located on the margin of the river, add much to the beauty of its appearance.

BORDENTOWN, 9 miles farther, and 6 below Trenton, is noted as the residence of the Count de Surveillers, the ex-king of Spain. His villa commands a fine view of the river. The soil around it is unproductive; but by the aid of culture and art, his residence now exhibits an appearance of taste and munificence worthy the princely fortune and dignity of its proprietor.

At Bordentown the CAMDEN AND AMBOY RAIL ROAD is taken, which extends to South Amboy; from whence a steamboat is again taken, which lands passengers at New-York. Camden, the south-western point at which the road terminates, is a small village on the Delaware, opposite Philadelphia, 27 miles below Bordentown, where the river is about one mile in breadth. In the winter, passengers are generally received and landed at that

point; but in summer, a steamboat passage between Philadelphia and Bordentown is generally preferred. South Amboy is seated at the head of the Raritan Bay, 61 miles from Camden, as measured by the course of the rail road; and is about 23 miles from the city of New-York, (by water,) making the whole distance from Camden to New-York 84 miles.

South Amboy, where the road terminates at the eastern end, is one of the finest harbors in the United States accessible at all seasons for the largest vessels from the sea and from New-York; so that the communication with Philadelphia and foreign countries by this route is seldom interrupted.

From South Amboy a steam boat is taken for New-York. In proceeding up the bay, Staten, Bedlow and Governor's Islands are successively passed—the former containing several beautiful country seats, and the latter being used exclusively as a military post.

FROM PHILADELPHIA TO NEW-YORK, *By way of Trenton, New-Brunswick and Newark*— 87 miles.

The following are the intermediate distances:

	Miles.		*Miles.*
By rail road.		Elizabethtown,	5
Bristol,	17	Newark,	6
Morrisville,	10	Jersey City,	8
Trenton,	1	*By steamboat.*	
New-Brunswick,	26	New-York,	1
Rahway,	13		

The PHILADELPHIA AND TRENTON RAIL ROAD is taken at the depot in the city. This road, which is remarkably

level, extends along the verdant banks of the Delaware, and passes through the village of Bristol to Trenton; from which point there is a branch rail road to Bordentown, uniting with the Camden and Amboy rail road already noticed, and also a continuous line of railway through New-Brunswick, Rahway, Elizabethtown, and Newark to Jersey City opposite New-York.

BRISTOL, 17 miles from Philadelphia, is the first village of importance on this route, and has already been noticed at p. 82.

TRENTON, 11 miles farther, is the capital of New-Jersey, and contains about 7000 inhabitants, a state house, two banks, and six houses of public worship. At this place the steamboat navigation on the Delaware terminates. The river here forms a considerable rapid or fall, near which is the bridge used by the rail road company, about a quarter of a mile long, neatly roofed, and the sides enclosed to secure it from the weather.

It was in this section of New-Jersey, and at the gloomiest period of the contest, that some of the most important scenes of the revolution transpired. It was for a length of time in the possession of the English, and was the theatre of much carnage and bloodshed. The capture of a detachment of English and German troops in December, 1776, at Trenton, was the first signal victory that crowned our arms in the revolutionary contest. The retreat of Washington with his troops from Trenton, considering the circumstances which surrounded him, and the secrecy with which it was accomplished,

may be justly considered as one of the most successful movements of that eventful period.

NEW-BRUNSWICK, 26 miles from Trenton, is an incorporated city. It is handsomely located on the south west side of the Raritan river, and contains a court house, jail, a college, 7 churches, and between 5 and 6000 inhabitants.

The Raritan and Delaware canal commences at this place, and extends through Trenton to Bordentown, uniting the Raritan with the Delaware river. Length 43 miles.

RAHWAY is a small village, 13 miles from New-Brunswick.

ELIZABETHTOWN, 5 miles farther, is pleasantly situated on a creek emptying into Staten Island Sound. A steamboat plies between the Point and New-York.

NEWARK, 6 miles farther, is one of the most elegant cities in the union. It is situated near the west bank of the Passaic river, 3 miles from its mouth, and is laid out in regular streets, the principal being 200 feet wide. The public square, near the centre, is very handsome, and is surrounded by a number of elegant private dwellings. The public buildings in the place are a court house, jail, four banks, an academy, and 22 churches. The population in 1830 was 10,705, and cannot, at the present time, (1840,) be less than 18 or 20,000.

The Morris and Essex rail road, commencing at this place, extends in a westerly direction through the towns of Orange, Springfield and Chatham to Morristown, a distance of 22 miles.

Between five and six miles from Newark, the rail road unites with one leading to Patterson, noticed in a subsequent page. The two, passing through Bergen Hill, a deep and rocky excavation, are used in common for about two and a half miles to the terminating point at

JERSEY CITY; from whence a steamboat crosses the bay, about one mile, to

NEW-YORK.

This city is situated on the point of Manhattan Island, at the confluence of the Hudson and East rivers, in latitude 40. It was founded by the Dutch in 1612, under the name of New-Amsterdam, and was incorporated by the British in 1696. The island on which it stands is 15 miles long, and from 1 to 3 miles broad. The city is situated on the south part of the island, at the junction of the East and Hudson rivers, and extends from the Battery along each, in a northerly direction, about 3 miles. The early settlements were commenced at and near the Battery, from which streets were extended without reference to order or regularity; and this accounts for the seeming want of taste in laying out the streets towards the docks and harbor.

The BATTERY is situated at the southwest point of the city, opposite to Governor's Island. It is handsomely laid out into gravel walks, and tastefully decorated with shrubbery and trees. It is much frequented by the citizens in the warm season, as well for the purpose of partaking of the refreshing sea breeze, as for enjoying the prospect, which, from this place, includes the harbor with its various shipping, Governor's Island, Bedlow's Island,

and Ellis' Island, on each of which are military stations, the shores of New-Jersey and Long Island, with the flourishing city of Brooklyn, and the numerous country seats in its vicinity.

CASTLE GARDEN, connected with the Battery by a bridge, is much frequented during the summer evenings. It has a fine promenade, and is often rendered attractive by a display of fire works from its enclosure, and other amusements.

BROADWAY, the most splendid street in the city, runs through the centre and extends 3 miles in length and is about 80 feet in width. It is the great and fashionable resort for citizens and strangers, and is much crowded during pleasant weather. In this avenue are Grace, Trinity and St. Paul's churches, the Astor House, City Hotel, American Hotel, Mansion House, Atlantic Hotel, Waverly House, Adelphi Hotel, Atheneum Hotel, Carlton House, and a variety of shops with elegant and extensive assortments of merchandize of every description.

Opposite Trinity church, Wall street opens, which contains most of the banks, together with the principal part of the brokers' and insurance offices.

On passing up Broadway still farther, is Courtlandt street, which leads to the Hudson river, where the steamboats start for Albany. At the foot of Courtlandt street, also, is the ferry to Jersey City. A little further up is Fulton street, on the corner of which and Broadway stands St. Paul's church. Fulton street leads to the East river to one of the principal ferries to Brooklyn. At the foot of Barclay street, extending to the Hudson river west of

the Park, are a part of the Albany boats, and also the Hoboken ferry.

Above St. Paul's church is the Park and City Hall, situated in the centre of the city, the former containing about 11 acres, which are ornamented with much taste, and enclosed by a substantial iron railing. It furnishes a cool and fashionable resort for men of business and pleasure, after the fatigue and heat of a summer's day. On the right is the Park Theatre, and on the left Park Place, on the west side of which is Columbia College. The next street above Park Place is Murray, which leads to the Hoboken ferry, and also to the Providence steamboats.

Of the public buildings (besides nearly 30 banks, mostly located in Wall street,) the most prominent and important is the

City Hall, the front of which is built of white marble. It is 216 feet long, 105 feet broad, and, including the attic story, 65 feet high. The rooms for holding the different courts of law are fitted up in a rich and expensive style. The room for holding the mayor's court, contains portraits of Washington, of the different governors of the state, and of many of the most celebrated commanders of the army and navy of the United States. The foundation stone of this building was laid in 1803, and the whole finished in 1812, at an expense of $500,000. It is one of the most elegant edifices in America, and reflects great credit on the inhabitants for their munificence and taste.

The New City Hall, in the rear of the City Hall, is an extensive brick building, formerly the Alms House, which, with the buildings lately composing the Rotunda

and Debtors' Prison, are now occupied for the Post Office and other public offices.

The HALL OF JUSTICE, on Franklin and Leonard streets, is a massive and superb structure of granite, built in the Egyptian style.

The MERCHANTS' EXCHANGE, in Wall-street, which was burnt during the great fire on the night of the 16th December, 1835, was an elegant structure, 114 feet long by 150 feet deep, and was erected at a cost of $230,000. On its ruins, however, a much more splendid and extensive edifice is constructing, and will soon be finished.

In the same street, on the corner of Nassau, and extending through to Pine-street, a new custom house is in a great state of forwardness, which, when finished, will be one of the most substantial and elegant buildings in the city. It is 177 feet long and 89 feet wide, and is built after the model of the Parthenon at Athens. The fronts present splendid colonnades, with massive columns of the Doric order. The centre of the building is surmounted by a dome about 60 feet in diameter. The entire structure is incombustible.

TRINITY CHURCH, in Broadway, which, from its antique appearance, formerly attracted the attention of strangers, has been recently demolished, for the purpose of erecting on its site a new and costly edifice.

The cemetery in the adjoining grounds is ancient, and is enclosed by a substantial and costly iron railing. No interments have taken place in this cemetery for some years, owing to a law prohibiting sepulture within the populous parts of the city; but it has been ascertained by authentic records kept, that more than one hundred and

sixty thousand bodies have been here deposited, exclusive of the seven years of the revolutionary war, when no records were kept. Among the illustrious dead who repose in this hallowed spot, are the remains of Gen. Hamilton and Capt. Lawrence. The places of their interment are designated by appropriate monuments.

St. Paul's Chapel is a superb structure, further up Broadway, near the Park. It contains a portico of the Ionic order, consisting of four pillars supporting a pediment, with a niche in the centre containing a statue of St. Paul. Under the portico is a handsome monument erected by order of Congress to the memory of Gen. Montgomery, who fell at the storming of Quebec, in 1775, and whose remains were brought to New-York and interred beneath the monument in 1819. The spire of the church is 234 feet high; and the whole building is esteemed one of the best specimens of architecture in the city. In the church yard adjoining is an elegant monument erected to the memory of Thomas Addis Emmet, an eminent counsellor at law, and brother of the unfortunate Irish orator, Robert Emmet.

St. John's Chapel, in Varick street, opposite Hudson Square, is a splendid edifice, and the most expensive church in the city, having cost more than $200,000. Its spire is 240 feet in height.

St. Patrick's Cathedral, a Roman Catholic church, in Mott street, is one of the largest religious edifices in New-York. It is built of stone, 120 feet long, 80 feet wide, and is a conspicuous object in approaching the city from the east.

There are about 150 other churches in the city, many of which were erected at a very considerable expense, and are ornaments to those sections of the city in which they stand.

COLUMBIA COLLEGE, above the City Hall, was chartered in 1750, under the name of King's College. The edifice and adjoining grounds are extensive, and are advantageously and handsomely located.

The NEW-YORK UNIVERSITY is situated between Washington-place and Waverly-place, and fronts Washington square towards the west. The building is of marble, 180 feet long and 100 feet deep, exhibiting a specimen of the English collegiate style of architecture, and forms a noble ornament to the square and to the part of the city in which it stands.

The AMERICAN ACADEMY OF FINE ARTS, is situated in Barclay street, near Broadway. It exhibits annually in May a fine collection of paintings, sculpture, &c. A part of these were received from Napoleon, whilst First Consul of France.

The NEW-YORK HISTORICAL SOCIETY in Chambers street, corner of Broadway, has a library of 10,000 volumes, and a valuable collection of coins and minerals.

The NEW-YORK SOCIETY LIBRARY, in Nassau street, was commenced in 1740, and at the commencement of the revolution contained 3000 volumes, which were destroyed or taken away by the British troops. It was re-established in 1780, and now consists of about 30,000 volumes, many of which are rare and valuable.

The NEW-YORK ATHENÆUM, corner of Broadway and Chambers street, for the promotion of science and litera-

ture, contains a well selected library and periodical publications.

The LYCEUM OF NATURAL HISTORY, 563 Broadway, possesses a valuable library, and a museum of natural history.

The STUYVESANT INSTITUTE, for the diffusion of knowledge by means of popular lectures, &c. is in a substantial granite building in Broadway, opposite Bond street.

The MERCANTILE LIBRARY ASSOCIATION, in Clinton Hall, has a library of about 10,000 volumes.

The COLLEGE OF PHYSICIANS AND SURGEONS, in a commodious building in Crosby street, is in a flourishing condition. The number of students attending the lectures generally exceeds one hundred.

The PARK THEATRE is a spacious edifice, adjoining the Park. It was originally built in 1798, at an expense of $179,000, was destroyed by fire in 1820, and rebuilt the following year. It is 80 feet long, 165 deep, and 55 high.

The BOWERY THEATRE (in the Bowery) is one of the finest specimens of Doric architecture in the city. It is 75 feet long, 175 feet deep, and 58 feet high.

The AMERICAN MUSEUM is opposite St. Paul's church in Broadway, and contains an immense collection of natural and artificial curiosities.

PEALE'S MUSEUM AND GALLERY OF THE FINE ARTS is opposite the Park, and contains specimens of natural history, paintings, a superior cosmorama and lecture room.

NIBLO'S GARDEN, corner of Broadway and Prince street, is one of the most fashionable places of resort in the city. It has been laid out with great taste, and is

decorated with shrubbery, flowers, &c. In the saloon, which is airy and elegant, theatricial and musical entertainments are frequently given.

Of the public squares and parks, besides those already noticed, are the BOWLING GREEN, located at the southern termination of Broadway; HUDSON SQUARE, or St. John's Park, in the northwest part of the city, belonging to Trinity Church; WASHINGTON SQUARE, a mile and a half north of the City Hall; UNION PLACE, at the junction of Broadway and the Bowery; and GRAMENCY PARK, two miles north of the City Hall.

HOTELS.

ASTOR HOUSE, Broadway, near St. Paul's church. This building erected by John Jacob Astor, is composed almost entirely of eastern granite, and presents a most noble and imposing appearance. It contain 390 rooms, and can accommodate from 3 to 400 guests.

The CITY HOTEL, a few doors north of Trinity church, Broadway, is an old and highly respectable establishment, containing more than 100 parlors and lodging rooms, besides an assembly room, principally used for concerts.

The AMERICAN HOTEL is delightfully situated, fronting the Park in Broadway, and is among the most favored establishments in the city.

The MANSION HOUSE, (Bunker's,) 39 Broadway, is a house of fashionable resort, with extensive and neat accommodations.

The WAVERLY HOUSE, corner of Broadway and Exchange Place, is a neat and commodious establishment. It receives, as it deserves, an extensive patronage.

The CARLTON HOUSE, corner of Broadway and Leonard streets, is also a beautiful establishment, and kept in a superior style.

The ATLANTIC HOTEL, 5 Broadway, near the Battery, is a charming location for such as are fond of partial retirement from the bustle incident to a crowded street.

The U. S. HOTEL, forming an allinement on three streets, the one part on Water, another on Pearl, and its eastern limit facing on Fulton street, and occupying the entire block, is built of white marble, and is six stories high, exclusive of the basement. It is surmounted by a lofty quadrangular tower, around which there is an extensive and pleasant promenade. Above this there is a spacious rotunda, from the exalted summit of which a view is obtained of nearly the whole city, the East river, Brooklyn, part of Long Island, the entire upper bay and harbor, Staten Island, a very considerable extent of the Hudson river and the Jersey shore.

Besides the above, the following are among the principal public houses in the city:

ADELPHI HOTEL, corner of Beaver street and Broadway; NATIONAL HOTEL, 112 Broadway; FRANKLIN HOUSE, corner of Dey street and Broadway; WASHINGTON HOTEL, corner of Reed street and Broadway; CLINTON HOTEL, Beekman street; EXCHANGE HOTEL, Broad street; EASTERN PEARL STREET HOUSE, corner of Pearl and Ferry streets; CONGRESS HALL, Broadway; PACIFIC HOTEL, 162 Greenwich street; GLOBE HOTEL, Broadway; ATHENEUM HOTEL, corner of Broadway and Leonard streets.

There are also several genteel private boarding houses, especially in Broadway, between the Battery and Trinity Church.

The prices at these houses vary from $1 to $2,50 per day, and from $8 to $12 per week.

In population, this city is the first in the union. In 1835, it contained 269,873 inhabitants; which is probably now (1840) augmented to 300,000.

PACKETS.—The Liverpool packets sail from New-York and Liverpool on the 1st, 8th, 16th and 24th of each month.

The London packets sail from New-York on the 1st, 10th, and 20th, and from London on the 7th, 17th, and 27th of each month.

The Havre packets sail from New-York on the 8th, 16th and 24th, and from Havre on the 1st, 8th and 16th of each month.

The STEAM PACKETS leave New-York and England semi-monthly.

STEAMBOATS.—*For Albany.* The day line leaves from the foot of Barclay-street, at 7 A. M.; the night line from the foot of Courtlandt street, at 5 P. M.

For Philadelphia. The boats for the route via Camden and Amboy rail road, leave from Pier No. 1, North river, a little above the Battery; those for the route via Newark, New-Brunswick, &c. from the foot of Courtlandt street.

For Boston, via Providence, outer passage. The boats leave Pier No. 1, North river, daily (Sundays excepted) at 5 P. M. *For the inland route, via Stonington*

rail road, they leave Pier No. 4, North river, 4th wharf above the Battery, at 6 P. M.

For New-Haven (*Conn.*) Boats leave daily (Sundays excepted) from the foot of Pike street, at 7 A. M.

For Hartford (*Conn.*) A boat leaves daily at 5 P. M. from the foot of Fulton street, (East river side.)

For Charleston, S. C. A boat leaves every Saturday at 4 P. M.

PUBLIC COACHES.—Strangers visiting New-York are liable to suffer from exorbitant exactions for coach hire. To guard against this, the corporation have licenced an adequate number of hackmen, who may be found at several convenient stands in the city, each coach being numbered. The following are the prices allowed them by law: For conveying a person any distance, not exceeding a mile 37 1-2 cts.; for more than a mile and less than two, 50 cts.; for every additional mile and returning, 50 cts.; for the use of a coach per day, $5.

An excursion to the upper parts of the city, and to Greenwich, can be effected at almost any time during the day, in an omnibus, of which there are very great numbers constantly passing through Broadway and Wall street. The usual charge in these carriages, which have their regular routes, is 12 1-2 cents.

EXCURSIONS.

Among the numerous places of fashionable resort in the vicinity of New-York, are Governor's, Bedlow's and Staten Islands, within the harbor; Orange Springs, near Newark, Paterson, the Passaic Falls, Hoboken and Weehawk, Schooley's Mountain, and Long Branch, in New

Jersey, on the west; Manhattan Island, on the north; and the tour of Long Island on the east.

Governor's and *Bedlow's Islands* are usually approached only in row boats, and are less frequented on that account.

Staten Island, is reached in a distance of about 6 miles from the city. It contains several beautiful villages and country seats, and is a place of great resort in the warm season.

In an excursion to *Paterson* and to the *Passaic Falls*, the Paterson rail road, which commences at Jersey City, is taken. The whole length of the road is about 15 miles, in a northwesterly direction from New-York, and affords an easy conveyance to the Passaic Falls and the thriving manufacturing village in their vicinity. The perpendicular pitch is 70 feet into a narrow and rocky chasm, though most of the water has been diverted into a canal in another direction, for hydraulic purposes; still the scenery is wild and imposing, and the falls are among the greatest natural curiosities of this country. The Morris canal, noticed at p. 80, passes near them.

Hoboken and *Weehawk* are on the west side of the Hudson river, opposite the northern parts of New-York, near which is the Hoboken *duelling ground*, which cannot be easily approached, except in a row boat.

Schooley's Mountain, 50 miles west of New-York, was noticed at p. 81.

Long Branch, is 30 miles south of New-York, on the eastern shore of New-Jersey, and on the immediate bank of the Atlantic Ocean, an extensive view of which is here obtained. A bathing establishment is erected, and the

bank, which is elevated to a height of 30 or 40 feet for several miles, affords a beautiful promenade. Sandy Hook and Neversink can be visited on this route, the heights of the latter affording an extensive view of the marine coast.

The HARLAEM RAIL ROAD commences near the City Hall, and extends to Harlaem, 8 miles distant. The tunnel at Yorkville, about 6 miles from the city, through a solid rock of some extent, is an object of curiosity, and will of itself amply compensate a traveller for a trip over the road. In approaching Harlaem, the Asylum for the Insane, on very elevated ground, and the heights of Fort Washington, are readily distinguished.

By extending an excursion still further north, an examination of the *Croton Aqueduct*, designed to supply the city with pure water, may be had at several interesting points. The whole length of this aqueduct, when finished from New-York to the Croton river, will be 45 miles. It is now in a state of great forwardness, and will probably be completed in 1842. Its cost will not be less than 10 or $12,000,000.

In returning from Harlaem, by taking a private carriage and passing down the East river side, Hurl Gate, the Alms House and House of Refuge may be visited.

Hurl Gate is a narrow and apparently a dangerous strait in the river, 8 miles from the city, between the islands of Manhattan and Parsell on the N. W., and Long Island on the S. E., in which, at low water, there are numerous whirlpools or currents, occasioned by huge masses of rock projecting in various places, giving to the river only a very contracted passage. At high water, these

masses are more or less concealed, and the current is in a degree unruffled. Losses of vessels were formerly experienced here; but none have been known in some years.

BROOKLYN, (on Long Island,) directly opposite New-York, from which it is separated by the East river, is reached by steamboats, which are constantly plying at the ferry between Fulton street in New-York and Fulton street in Brooklyn; at the ferry from Catharine street in New-York to Main street in Brooklyn; at the Jackson street or Navy Yard ferry; and at the south ferry between Whitehall in New-York and Atlantic street in Brooklyn. The growth of Brooklyn (which was chartered as a city in 1834) has been almost unexampled. In 1820, it had a population of only 7000; in 1835 it had increased to 25,000; and it is now (1840) probably not less than 35,000. Besides several public buildings, including a City Hall, the city contains 20 churches, 5 banks, 2 insurance companies, and several literary institutions; among which, the Collegiate Institute for Young Ladies stands pre-eminent. Its contiguity to the metropolis, and the facilities afforded for communicating between the two places, have induced many merchants and men of business to select Brooklyn as a residence in preference to the upper part of New-York. The former also contains several elegant country seats and public gardens. Those on the bank contiguous to the East river, from their elevated situation, overlooking the bay of New-York, and commanding a view of a great part of that city, are peculiarly attractive and romantic. Northeasterly, on a tract of land called the Wallabout,

is a U. S. Navy Yard, where are erected a house for the commandant, several spacious warehouses, and an immense edifice, under which the largest ships of war are built.

Brooklyn is intimately connected with important events of the revolution, and in its vicinity are pointed out some remaining vestiges of fortifications and military works erected during that eventful period. The road to Flatbush (4 miles east) crosses the ground on which the battle of the 27th July, 1776, was fought, which resulted in a severe loss to the Americans and the capture of Generals Sullivan and Sterling. The marshes in which so many lives were lost in retreating from the British army are south of this.

The BROOKLYN, JAMAICA AND LONG ISLAND RAIL ROAD commences at Atlantic street or South Ferry, and passing through Jamaica, a pleasant village, 12 miles from Brooklyn, reaches Hicksville, 15 miles farther. From thence it is designed, ultimately, to extend it to Greensport, on the east end of Long Island, about 70 miles from Hicksville.

From Jamaica to ROCKAWAY, bordering on the Atlantic, is 9 miles. Since the erection of the Marine Pavilion, one of the most elegant public establishments in the union, this has become a place of much resort in the summer months. A fine view of the ocean is here obtained, which, from its unceasing roar and turbulence, is rendered unusually sublime.

FROM NEW-YORK TO ALBANY,

The distance, by water, is 144 miles, as follows:

	Distance from place to place.	Distance from New-York.	Distance from Albany.
New-York,			144
Weehawken,	6	6	138
Palisadoes, southern termination,	2	8	136
Fort Washington,	4	12	132
Tappan Bay, southern extremity,	12	24	120
Sing Sing,	8	32	112
Haverstraw Bay,	2	34	110
Stony Point,	5	39	105
Verplanck's Point,	1	40	104
Horse Race, (Highlands,)	2	42	102
Anthony's Nose,	3	45	99
West Point,	5	50	94
Pollopel Island,	6	56	88
Newburgh,	4	60	84
Milton,	11	71	73
Poughkeepsie,	4	75	68
Hyde Park,	5	80	63
Rhinebeck,	10	90	53
Redhook, lower landing,	7	97	46
Redhook, upper do.,	3	100	43
Catskill,	11	111	32
Hudson,	5	116	27
Coxsackie,	8	124	19
Kinderhook,	2	126	18
New-Baltimore,	4	130	13
Schodack,	4	134	9
Albany,	10	144	

Boats leave New-York for Albany at 7 o'clock A. M. and at 5 P. M., and the trip is usually performed in about 12 hours—fare $3, exclusive of meals. A morning boat will prove the most interesting to those who have never performed the route by day-light; as it will afford an opportunity of witnessing the rich scenery and numerous villages and country seats between the two cities.

WEEHAWKEN, about 6 miles from the city, on the west side of the river, is pointed out to the traveller as the ground on which Gen. Hamilton fell in a duel with Col. Burr.

The *Lunatic Asylum* is seen on elevated ground, on the east side of the river, about 7 miles from the city.

The PALISADOES, which first make their appearance on the Hudson, about 8 miles from New-York, on the west side of the river, are a range of rocks from 20 to 550 feet in height, and extend from thence to Tappan, a distance of about 20 miles. In some places they rise almost perpendicularly from the shore, and form, for several miles in extent, a solid wall of rock, diversified only by an occasional fishing hut on the beach at their base, or wood slides down their sides, and sometimes by an interval of a few acres of arable land, affording an opening for a landing place, and a steep road leading to their top. On the opposite side of the river, the land is varied by hill and dale, cultivated fields and woods, with cottages and country seats. The land in this place, however, back from the river, rises in rocky hills, and becomes more precipitous as you advance into Westchester county.

Twelve miles from New-York, the boat passes the site of FORT LEE, on the brow of the Palisadoes, at the height

of 300 feet above the river; nearly opposite to which, on a high hill on the east side of the river, stood FORT WASHINGTON. In October, 1776, after the evacuation of New-York by the American troops, followed the battle of White Plains, by which name is known the high ground on the east, between the Hudson river and the Sound above Kingsbridge, whence Washington retreated to Peekskill. Fort Washington was then taken by the Hessians and British, and the garrison, composed of 2600 militia and regular troops, surrendered prisoners of war. The surrender of Fort Lee followed soon after Washington crossed the Hudson.

PHILIPSBURGH, a small but neat village, is seen on the east side of the river, at a distance of 17 miles from New-York.

Seven miles farther, the river expands to a width of from two to five miles, and forms what is called TAPPAN BAY. The little village of Tappan,* a place of much note during Andre and Arnold's conspiracy, is situated on its western shore, about 4 miles north of the commencement of the Bay. The spot of Andre's grave is still pointed out near this village, though his remains were conveyed to England a few years since, by order of the British government.

About 2 miles above Tappan village, on the eastern shore, is the village of TARRYTOWN, where Andre was captured by Paulding, Van Wart and Williams, the American militia-men. Paulding died some years ago,

* This is the point at which the New-York and Erie rail road commences, and which it is contemplated to extend to Lake Erie, a distance of about 470 miles.

and a monument was erected over his grave by the corporation of New-York. Van Wart died more recently, and a monument to his memory has been erected by the citizens of Westchester county. It stands by the road side, in a retired valley in the town of Greenbush, about three miles east of Tarrytown.

Near the northern extremity of Tappan Bay, about 9 miles from its commencement, on the eastern shore, is the Sing Sing state prison. It comprises 800 dormitories or solitary cells, is 4 stories high, and occupies about 50 by 500 feet of ground. From each end of the main building, which stands parallel with the river, are carried out wings, in a westerly direction, 300 feet in extent, forming a spacious inner yard, open only to the river. The wings, composed of marble, are constructed for workshops, a chapel, kitchen, hospital, &c. The number of convicts in the prison is usually from 800 to 1000.

Sleepy Hollow, the place where Washington Irving locates the scene of his tale bearing that name in the "Sketch Book," is a short distance north of Sing Sing.

HAVERSTRAW BAY commences 34 miles from New-York, and terminates at Stony and Verplanck's Points; being about 6 miles in length, and from 2 to 4 in width. Haverstraw village is on the west side of this bay, 2 miles from its commencement.

The HIGHLANDS, or Fishkill Mountains, which first appear about 40 miles from New-York, will attract notice, not only from their grandeur and sublimity, but also from their association with some of the most important events of the revolution. This chain of mountains is about 16

miles in width, and extends along both sides of the Hudson, to the distance of 20 miles. The height of the principal has been estimated at 1565 feet. According to the theory of the late Doctor Mitchell, this thick and solid barrier seems in ancient days to have impeded the course of the water, and to have raised a lake high enough to cover all the country to Quaker Hill and the Laconick Mountains on the east, and to Shawangunk and the Catskill Mountains on the west; extending to the Little Falls of the Mohawk, and to Hadley Falls on the Hudson—but by some convulsion of nature, the mountain chain has been broken, and the rushing waters found their way to the now New-York bay. At the entrance of the Highlands, on the east side of the river, is the site of an old fort on Verplanck's Point, opposite to which stood the fort of Stony Point, which was taken from Gen. Wayne in 1778, and re-taken by him the same year. Between these points the frigate was stationed which received Gen. Arnold, after his treachery.

CALDWELL'S LANDING, 44 miles north of New-York, is the first landing made by the boats in ascending the river; directly opposite to which is PEEKSKILL, pleasantly situated about half a mile from the river.

A short distance north of Caldwell's, commences what is termed the *Horse Race*. This consists of an angle in the river, which, for a little more than a mile, takes an eastwardly direction, contracted to a very narrow space within bold and rocky mountains; one of which, ANTHONY'S NOSE, is 1228 feet high, and is opposite the mouth of Montgomery creek, overlooking Forts Montgomery and Clinton. It was at this point, between the Nose and

Fort Montgomery, that a chain was stretched across the river by the Americans in 1777, to prevent the ascent of vessels; but it was destroyed, and the two forts, under the command of Gen. Putnam, captured by the British troops under Sir Henry Clinton, when on his way to co-operate with Gen. Burgoyne; the news of whose surrender, however, reached Sir Henry when he had proceeded as far as Kingston, 50 miles higher up, and changed his advance into a retreat. Bloody Pond, so called from its being the place in which the bodies of the slain were thrown after the defences of these forts, is in the rear of Fort Clinton.

WEST POINT, 50 miles from New-York, one of the most impregnable posts during the revolutionary war, is situated on the west side of the Hudson, near the entrance of the Highlands on the north. It formed an important fastness of the American army during the eight years contest with the British nation; and the consequence attached to it, in a military point of view, was evinced by the repeated but unsuccessful efforts of the enemy to obtain it. It was here that Arnold conceived the plan of bartering his country for gold.* This conspiracy, however, which aimed a death blow to liberty in the western hemisphere, resulted only in the universal contempt and ignominy of Arnold, and in the lamented death of the unfortunate Andre. There are here at pre-

* The residence of Gen. Arnold was at the house and farm of Col. Beverly Robinson, opposite West Point, on the east bank of the Hudson. The house is still a conspicuous object, as well as the one in which Arnold fixed his head-quarters.

sent a number of dwelling houses, and a military academy, built on the plain which forms the bank of the river, 188 feet in height, to which a road ascends on the north side of the point. In the back ground, and elevated on a mass of rocks 598 feet in height, is the site of Fort Putnam. Silence and decay now mark the spot of this once formidable fortress. Its mouldering ruins, however, convey a pretty correct idea of the impregnable barrier its ramparts once presented to the enemies of freedom.

The MILITARY ACADEMY here established by congress, was first organized in 1802. Of the number of applicants for admission to this institution, a preference is usually given, first, to the sons of officers of the revolution; and secondly, to the sons of deceased officers of the last war. None are admitted under the age of 14 years, nor above the age of 22. The number of cadets is limited to 250, affording an annual admission of about 60. In addition to the various sciences which are taught here, the cadets are instructed in all the practical minutiæ of tactics; comprehending the lowest duties of the private soldier, as well as the highest duties of the officer.

Several of the buildings at West Point are elegant, and among the number may be ranked a spacious and costly hotel, which is a prominent object from the river. Near the north eastern extremity of the parade grounds, at the abrupt bend of the river, stands a monument of white marble, consisting of a base and short column, on the former of which is simply inscribed on one side, "Kosciusko," it having been erected to the memory of that distinguished patriot, who resided here. Another monument stands on the north west corner of the grounds near

the road from the landing to the hotel, upon a small hillock. It is a plain obelisk, about 20 feet high, erected by the late Gen. Brown, to the memory of Col. E. D. Wood, a pupil of the institution, who fell leading a charge at the sortie from Fort Erie, on the 17th September, 1814.

On the bank of the Hudson, at the south eastern extremity of the parade ground, and several yards beneath, is a spot called Kosciusko's garden, or Kosciusko's retreat. It is the place to which the Polish patriot was accustomed to retire to study, and which was cultivated by his own hands. Though now neglected, the marks of cultivation are perceptible in the regularity of the walks and the arrangement of the trees. A more delightful spot for recreation or repose cannot be imagined, nor one more suitable as a retreat from the cares of the great world, or a sanctuary for unfortunate patriotism or persecuted virtue.

POLLOPEL ISLAND is situated at the northern entrance of the Highlands, 6 miles above West Point. It consists of a mass of rock, and rises near the centre of the river between Breakneck Hill on the east and Butter Hill on the west. The altitude of the latter is 1529 feet—that of the former is 1187 feet, and contains the rock called the Upper Anthony's Nose.

NEW-WINDSOR. Passing the Highlands, the prospect changes into a very agreeable contrast. The bay of Newburgh with the village of the same name, New-Windsor, and on the opposite shore the village of Fishkill, with its numerous adjacent manufactories and country seats, together with a view of the Hudson for many miles above, form a prospect which cannot fail to impart much

interest. The village of New-Windsor stands on the east side of the river, 7 miles from West Point. It is calculated for a pleasant place of residence, but in business it must yield to

NEWBURGH. This is an incorporated village, situated on the declivity of a hill on the west side of the Hudson, 10 miles north from West Point, and 84 south from Albany. It contains a population of about 5000 inhabitants. From its situation it commands an extensive intercourse and trade with the country on the west, and by means of the Hudson river, with New-York.

The Hudson and Delaware rail road, which is to extend from this village to a junction with the New-York and Erie rail road at the Delaware river, has been commenced.

Newburgh was for some time the head quarters of the American army during the revolutionary war; and the "stone house" in which Gen. Washington quartered is still standing. On the opposite side of the river from Newburgh is Beacon Hill, one of the highest summits of the Fishkill mountains, where parties of pleasure frequently resort in the summer season, to witness an extent of prospect including a part of the territories of five different states. This hill is 1471 feet in height. Half a mile south is the New Beacon, or Grand Sachem, 1685 feet above the level of the Hudson. They are called Beacon Hills, from the circumstance that beacons were erected on their summits during the revolutionary war. The continuation of this chain of mountains is lost in the Appalachian Range on the north east, and extends south as far as the eye can reach. Diminished in distance, is

seen West Point, environed by mountains, apparently reposing on the surface of the Hudson, and bathing their rocky summits in the clouds.

Eight miles and a half north of Newburgh, in an elevated position on the east side of the river, is the mansion house of the former Gov. George Clinton; two and a half miles from which, on the west side, is the small village of

MILTON. This place is called the halfway place between New-York and Albany, being 72 1-2 miles distant from each.

POUGHKEEPSIE, 15 miles north of Newburgh, is beautifully situated on elevated ground, and is seen for a considerable distance on the river both above and below the town. It has a population of between 9 and 10,000, and is one of the most flourishing villages in the state. It contains a number of beautiful private residences, and several public buildings highly creditable to the taste of the inhabitants. The streets, which are numerous, are well paved, and the side walks ample and neat. Mansion Square and the neighboring hill, whose brow has been crowned with a beautiful temple of learning, afford a landscape of great extent and beauty. On the south they overlook the village and the beautiful district of country extending to the Fishkill range of mountains and the Highlands. On the west and north are seen in the distance the Shawangunk and Catskill mountains, the Hudson river intervening; while on the east the prospect is bounded only by the mountainous regions of western Connecticut and Massachusetts.

Opposite Poughkeepsie is a small village, called NEW PALTZ.

HYDE PARK LANDING is 5 miles north, on the east side of the river. Near it are a number of country seats. From thence, 4 miles farther, is a landing place, leading to Staatsburgh, 1 mile distant, in the town of Hyde Park. From thence to Rhinebeck Landing (east side) is 5 miles*—thence to Redhook Lower Landing (same side) is 7 miles—thence to Redhook Upper Landing, (same side) 3 miles—thence 2 miles to the seat of the late Chancellor Livingston—thence 7 miles to the manor house of the late Lord Livingston (same side)—thence 1 mile to Oakhill—thence 1 mile to

CATSKILL. This village takes its name from a large creek which flows through it, and empties into the Hudson at that place. It is situated on the west bank of the river, 32 miles from Albany, and contains a population of about 3000 inhabitants. On Catskill creek are a number of mills and manufactories, and the general appearance of the village is highly flattering, as it respects its future growth and prosperity. The Catskill and Canajoharie rail road, a few miles of which has been finished, com-

* Near this place, on the west side of the river, is KINGSTON LANDING, and the commencement of the Delaware and Hudson canal. It extends in a southwesterly direction to the forks of the Dyberry on the Lackawaxen river, Pennsylvania, distant 103 miles, lockage 1438 feet. It was originally intended by the company to have made this canal to Keen's pond, 13 miles from its present termination, but it has been abandoned and a rail road substituted, which extends 3 miles west of Keen's pond to the anthracite coal mines of Pennsylvania.

mences at this place, and is to extend to Canajoharie, on the Mohawk river, distant about 70 miles.

Catskill is in the immediate neighborhood of the *Katsbergs* or *Catskill* mountains, which are seen for many miles along the Hudson, and here assume a truly majestic and sublime appearance. The highest elevation of this range of mountains is in the county of Greene, from 8 to 12 miles distant from the river, including the *Round Top*, 3804 feet, and *High Peak*, 3718 feet in height. The village of Catskill, which was formerly visited principally by men of business, has more recently become the resort of people of fashion and pleasure, who design a tour to the

PINE ORCHARD, a place which, for several years past, has attracted the attention of all classes, and still continues to draw to it numbers of those who are fond of novelty, and especially of the sublime and romantic scenery in which it abounds. Regular stages leave Catskill for the Pine Orchard daily in the warm season. The whole distance is 12 miles, computed as follows: From the village to Lawrence's tavern, 7 miles—from thence to the foot of the mountain, 2 miles—from thence to Pine Orchard, 3 miles. The distance is passed, in going, in about 4 hours—in returning, in about 2 hours. The country through which the road passes has nothing interesting in its appearance until it reaches the mountain, being generally uneven and barren, and diversified with but one or two comparatively small spots of cultivation, upon which the eye can rest with satisfaction. A short time is usually taken up at Lawrence's, for the purpose of refreshment, before encountering the rugged ascent of

the mountains. This part of the road is generally good, but circuitous, and often passes on the brink of some deep ravine, or at the foot of some frowning precipice, inspiring at times an unwelcome degree of terror. The rock upon which the hotel stands, forms a circular platform, of an uneven surface, and includes about six acres. It is elevated above the Hudson upwards of 2200 feet.* The Hotel is 140 feet in length, 24 feet in width, and 4 stories high, having piazzas in front of the whole length, and a wing extending in the rear for lodging rooms. It is well furnished, and possesses every convenience and accommodation requisite to the comfort and good cheer of its numerous guests. The prospect from Pine Orchard embraces a greater extent and more diversity of scenery than is to be found in any other part of the state, or perhaps of the United States. The vast variety of fields, farms, villages, towns and cities between the Green Mountains of Vermont on the north, the Highlands on the south, and the Taghknaick mountains on the east, together with the Hudson river, studded with islands and vessels, some of which may be seen at even the distance of 60 miles, are apparent in a clear atmos-

* Capt. Partridge, who visited the Catskill mountains in 1828, made the following barometrical observations:

Altitude of the Mountain House, at the Pine Orchard, above the surface of the Hudson river at Catskill village, 2212 feet.

Do. of the same above the site of Lawrence's tavern, 7 miles from Catskill, 1882 feet.

Do. of the same above the turnpike gate at the foot of the mountain, 1574 feet.

Do. of the same above Green's bridge, 947 feet.

phere to the naked eye; and when the scene is gradually unfolded, at the opening of the day, it assumes rather the appearance of enchantment than reality. It is not uncommon, at this place, to witness storms of snow and rain in their season, midway the mountain, while all is clear and serene on its summit. About 2 miles from the Hotel are the KAATERSKILL FALLS, which take their name from the stream on which they are situated. This stream is an outlet of two small lakes, half a mile in the rear of the Hotel. Pursuing a westerly course of a mile and a half, the waters fall perpendicularly 175 feet, and after pausing a moment on a projection of the rock, plunge again down a precipice of 85 feet more, making the whole descent of the falls 260 feet. The road to the falls is extremely rough; but this objection will hardly deter the traveller from a visit to a spot so novel and romantic.

ATHENS, (on the west side of the Hudson,) five miles above Catskill, is an incorporated village, and contains about 1500 inhabitants. Its situation on a gentle slope of land rising gradually from the river, gives it a favorable appearance. The vicinity of Athens to Hudson, immediately opposite, seems to forbid that importance in point of trade which its location might otherwise warrant. Athens furnishes a number of beautiful sites on the bank of the river; some of which are already occupied by the elegant mansions of private gentlemen.

The CITY OF HUDSON stands on the east side of the river, 27 miles south of Albany. The plain on which Hudson is situated rises abruptly from the river, by banks

from 50 to 60 feet in height; and terminates on the east, at the foot of high lands, which overlook the city at an elevation of some hundred feet, and furnish a prospect of the Hudson river and scenery for many miles in extent. The city contains about 6000 inhabitants. Claverack creek on the east, and Kinderhook creek on the north, afford every facility for mills and manufactories, in which Hudson abounds. On the opposite side of the river appear a number of country seats, with the farm houses and cultivation in the neighborhood of Athens and Catskill, bounded by the lofty Katsberghs, rising in the back ground and mingling their rugged summits with the clouds.

The Hudson and Berkshire rail road, extending from Hudson to the village of West Stockbridge, is about 30 miles long. From the latter point a road is to be constructed to Springfield, from whence a rail road extends to Boston, noticed in the "Route from Albany to Boston," post.

COXSACKIE LANDING, where are several houses and stores, is on the west side of the river, 8 miles north of Hudson. From thence to Kinderhook Landing, on the east side, is 2 miles. The village of Kinderhook is 5 miles east. Four miles further north is the village of New-Baltimore, (west side;) thence to Coeymans, (same side,) 2 miles—thence to Schodack village (same side) 2 miles—thence to Castleton Landing (east side) 2 miles—thence to Albany 8 miles.

ALBANY

Is the capital of the state of New-York, and in point of wealth, population, trade and resources, is the second city in the state, and the sixth or seventh in the union. It is situated on the west side of the Hudson river, and near the head of tide water. It was settled in 1612; and next to Jamestown in Virginia, is the oldest settlement in the United States. In 1614, a small fort and trading house were built by the Dutch on an island half a mile below the site of the present city; and soon afterwards Fort Orange, where the city now stands. The place was first called Aurania; then Beverwyck, till 1625; then Fort Orange till 1647, and Williamstadt till 1664. For a long time after its foundation it was enclosed with palisadoes or pickets, as a defence against the Indians, who were then numerous and powerful in its vicinity.

Though the first appearance of this city is not prepossessing to a stranger, still the taste which has been displayed in the construction of its public and private buildings—the constant din of commercial business which assails the ear of the traveller—the termination of the Erie canal and the Mohawk and Hudson rail road at this place, and many other attendant circumstances, render Albany an important and interesting spot.

The city is divided into five wards, and contains many superb and elegant buildings. The principal avenues are Market, Pearl, and State streets. The two former run parallel with the river, and the latter is very spacious, extending from the Capitol to the Hudson, nearly east and west. Besides these, there are many other streets,

less considerable in extent, but populous and crowded with shops and stores.

The CAPITOL, which contains the legislative halls, the supreme and chancery court rooms of the state, the state library, and other apartments for public business, stands at the head of State street, on an elevation of 130 feet above the level of the river. It is a substantial stone edifice, erected at an expense of $120,000. It is 115 feet in length, 90 in breadth, and 50 feet high, consisting of two stories and a basement.

The PUBLIC SQUARE, fronting the Capitol, is arranged in the style of a park, and is surrounded by a costly iron railing, having several delightful walks and avenues.

North of the capitol stands the ACADEMY, one of the most elegantly constructed buildings in the city. It consists of free stone, 3 stories high, and 90 feet of front.

The CITY HALL, fronting the foot of Washington street, and near the capitol square, is a costly edifice of white marble, displaying much taste in its structure, and is ornamental to the part of the city in which it stands. The dome is gilded, and is a conspicuous object at some distance from the city.

The new STATE HALL, located north of the City Hall, is constructing of white marble, and, when finished, will not be surpassed by any edifice in the city. It will contain the offices of the secretary of state, comptroller, treasurer, surveyor general, attorney general, register in chancery, and clerk of the supreme court.

The FEMALE ACADEMY, in North Pearl street, a beautiful and classical edifice, commanding a view of the east-

ern part of the city and opposite shore of the Hudson, under its popular principal, Mr. Cruttenden, receives an extensive patronage.

The BAPTIST CHURCH, on the same side of the street, and but a few doors from the Academy, is also a very elegant structure. The pediments of both buildings projecting at suitable distances from each other, give a very fine appearance to the street, by relieving the monotony of the long line of dwelling-houses in the neighborhood, without materially obstructing the view of the whole.

There are also 20 other houses of public worship, several of which exhibit much taste in their architecture, six banks, and one of the best museums in the country.

The MERCHANT'S EXCHANGE, built of granite, is located on the corner of State and North Market streets.

HOTELS.—The principal hotels in Albany, are the Eagle Tavern, South Market street; American Hotel, State street; Congress Hall, Capitol Square; Mansion House, City Hotel and Temperance House, North Market street. These are all first rate establishments, handsomely furnished and well kept.

On a less expensive scale, are the Fort Orange Hotel, Columbian Hotel, and Montgomery Hall, South Market street; and the Franklin House and Rail Road Hotel, State street.

During the sessions of the New-York Legislature, Albany is crowded with strangers, and contains much of the legal talent and learning of the state. The city is eligibly situated for trade, being a great thoroughfare for the northern and western sections of the country.

The ALBANY BASIN, where the waters of the Erie canal unite with the Hudson, consists of a part of the river included between the shore and an artificial pier erected 80 feet in width and 4300 feet in length. The pier contains about 8 acres, and is connected with the city by draw bridges. It is a grand and stupendous work, on which spacious and extensive stores have been erected, and where an immense quantity of lumber and other articles of trade are deposited. The basin covers a surface of 32 acres.

EXCURSION TO THE SPRINGS.

There are two distinct routes—one by the way of Schenectady, the other by the way of Troy. We give a sketch of each.

Route by the way of Schenectaday—37 miles.

The intermediate distances are as follow:

	Miles.		*Miles.*
From Albany to Buel's Farm,.....	3	Ballston Lake,.....	10
Schenectady,.....	12	Ballston Spa,.....	5
		Saratoga Springs,....	7

The route is by the way of the Mohawk and Hudson and the Saratoga and Schenectady rail roads, the line being continuous to Saratoga Springs, and a passage effected in about 3 1-2 hours. The carriages of the Mohawk and Hudson company start several times a day from the depot on the north side of State street, a little below the Capitol Square in Albany, and the trains on the Saratoga and Schenectady road are made to correspond therewith.

The FARM AND NURSERY of the late JESSE BUEL, Esq. under a high state of cultivation, are crossed by the rail road, about three miles from Albany.

At the "head of the plane," within a mile of the western extremity of the rail road, a beautiful view is obtained of the Erie canal, the Mohawk river, and the city of Schenectady. A double stationary engine is placed here, which is used in letting carriages down a declivity of 115 feet, half a mile in extent. From thence the road extends to the city, uniting with the Saratoga and with the Utica rail roads, the latter of which is noticed in the route to Buffalo, post.

SCHENECTADY,

Fifteen miles from Albany, and 22 from Saratoga Springs, is situated on the Mohawk, a broad and beautiful river, which forms its northern boundary. It was burnt by the Indians in 1690, and suffered a considerable conflagration in 1819, since which event the antique appearance of the city has been much improved by the introduction of modern architecture.

UNION COLLEGE is built on an eminence, which overlooks the city and the Mohawk for a number of miles. The college consists at present of two brick edifices, but the plan includes a chapel and other bulidings hereafter to be erected, in the rear, and between those already constructed. At this institution about 100 students are annually graduated. In numbers and respectabilty Union College may be ranked among the most favored seminaries in our country.

The city contains three banks, six churches, a spacious and handsome city hall, and a population of about 6000 inhabitants.

THE SARATOGA AND SCHENECTADY RAIL ROAD, passing through the city, crosses the Mohawk river on a substantial bridge between 8 and 900 feet long, and extends in a northerly direction over a heavy embankment for three fourths of a mile to a deep cut, where the Utica road diverges to the west, and the Saratoga to the northeast. This course is pursued until it enters the valley of the Eelplace creek, when it curves and maintains a northerly course, passing along the elegant and verdant banks of the Ballston Lake, and enters the eastern part of the village of Ballston Spa, on a curvature of considerable extent. From this point the road passes in a northerly direction over the main street, on a bridge about 15 feet high, and by means of a heavy embankment, reaches the high grounds north of the village. From thence a northeasterly course is taken across the Kayaderosseras creek, and continues in nearly a straight line to Saratoga Springs.

BALLSTON LAKE, or Long Lake as it is sometimes called, is 10 miles from Schenectady. A farm house between the lake and road, owned by Mr. Elisha Curtis, was formerly the residence of a man of the name of M'Donald, the guide of Sir William Johnson, on his first visit to the mineral springs at Saratoga, in 1767. Mr. M'D. was a native of Ireland, and on his first arrival in America, settled with his brother, in 1763, on this spot, where he continued to reside until his decease, in 1823. Sir William passed some days at this house at the time of the visit

above mentioned. The lake is a beautiful sheet of water 5 miles long and 1 broad. The scenery around affords a pleasant landscape of cultivation and wood lands, no less inviting to the sportsman than the soft bosom of the lake and its finny inhabitants to the amateurs of the rod.

BALLSTON SPA,

Is 5 miles farther. The village lies in the town of Milton, in the county of Saratoga; and is situated in a low valley, through the centre of which flows a branch of the Kayaderosseras, with whose waters it mingles at the east end of the village. The natural boundaries of Ballston Spa are well defined by steep and lofty hills of sand on the north and west, and by a ridge of land which gradually slopes inward, and encircles the village on the south and east. The broad and ample Kayaderosseras flows on the northeast boundary of the village, and furnishes a favorite resort for the sportsman or for the lover along its verdant banks. The village contains 150 houses, and about 1400 inhabitants. Besides the court house for the county, located here, there are 4 churches, a bank, 2 printing offices and a book-store, with which a reading room is connected, for the accommodation of visitants.

Ballston Spa principally derives its celebrity from the mineral springs which flow here and at Saratoga in equal abundance. The spring first discovered in the vicinity stands on the flat in the west part of the village. Under an impression that the stone curb and flaging with which it was formerly surrounded, had an influence, by their weight, in diverting a portion of the fountain from its

natural course, they were removed some years since, so that it is now merely surrounded with an iron railing.

The spring flows now, probably, from the place where it originally issued, some feet below the surrounding surface, which has been elevated by additions of earth, for the purpose of improving the street in which it stands.

Near this spring, in boring a few years since, a mineral fountain called the NEW WASHINGTON SPRING, was discovered at a considerable depth beneath the surface. Its qualities are somewhat similar to those of the spring last mentioned.

The SANS SOUCI SPRING is situated in the rear of the Sans Souci, and is considered the most prominent fountain in the village. According to an analysis of Doct. Steel, one gallon of the water contains the following ingredients: chloride of sodium, 143 2-3 grs.; bicarbonate of soda 12 1-2 grs.; bicarbonate of magnesia, 39 grs.; carbonate of lime, nearly 6 grs.; hydriodate of soda, 1 1-2 grs.; silex, 1 gr. Near this fountain is a commodious bathing house; to which, not only the waters of this, but of a number of other adjacent springs, are tributary. Between the springs already mentioned, there was discovered in the summer of 1817, a mineral spring, called the Washington Fountain. It rose on the margin of the creek in front of the factory building, flowing through a curb 28 feet long, sunk to the depth of 23 feet, and was liberated at the top in the form of a beautiful *jet d'eau;* but the spring disappeared in 1821. An effort to recover it in the summer of 1839, was partially successful; but whether it can ever be restored to original purity and beauty, is very questionable.

Low's Spring is near the Sans Souci, and is very similar to that fountain in its properties.

The Park Springs is in the rear of the Village Hotel, and was obtained by boring to a depth of 270 feet. A copious stream flows therefrom. The water, however, affords much less of the saline substances than either of the other springs.

The principal ingredients of these waters consist of muriate of soda, carbonate of soda, carbonate of lime, carbonate of magnesia, and carbonate of iron; all of which, in a greater or less degree, enter into the composition of the waters, both here and at Saratoga.

The principal boarding houses are the Sans Souci, the Village Hotel and Mansion House.

The Sans Souci, with its yards and out-houses, occupies an area of some acres in the east part of the village. The plan of the building, with the extensive improvements around it, do much credit to the taste and liberality of its proprietor. The edifice is constructed of wood, three stories high, 160 feet in length, with two wings extending back 153 feet, and is calculated for the accommodation of 150 boarders. It is surrounded by a beautiful yard, ornamented with a variety of trees and shrubbery, which, with its extensive piazzas and spacious halls, render it a delightful retreat during the oppressive heat of summer.

The Village Hotel is in a convenient situation, a few rods west of the Sans Souci. It is kept by the proprietor, Mr. Clark, and is in every respect an agreeable and pleasant boarding place.

The MANSION HOUSE, near the rail road bridge, is also well kept by Mr. Williams, its tenant.

Mails arrive at and depart from Ballston Spa every day. Besides a post office at the village, there is one in the town of Ballston, about three miles distant, to which letters are frequently missent, owing to the neglect of correspondents in making the proper direction.

The reading room and library may be resorted to at all times, and for a moderate compensation. Papers are there furnished from all parts of the Union.

Route from Albany by the way of Troy to Saratoga Springs—37 miles.

The intermediate distances are as follow:

By stage or steamboat.	*Miles.*		*Miles.*
From Albany to Troy,.	6	Mechanicsville,.....	8
By rail road.		Ballston Spa,.....	12
Waterford,.....	4	Saratoga Springs,.....	7

A stage or steamboat can be taken hourly at Albany for Troy. By the former mode of conveyance, the first object which usually attracts the attention of the tourist is the mansion of Gen. STEPHEN VAN RENSSELAER, the patroon, and a son of the late patroon of the manor of Rensselaerwick.* It stands immediately adjoining the northern bounderies of Albany, and is one of the most elegant situations in the United States.

The MACADAMIZED ROAD between Albany and West Troy, commences at this place. It runs parallel with the

* This manor comprises a great portion of the counties of Albany and Rensselaer—the city and several patents excepted.

Erie canal, near its western bank, is between 5 and 6 miles long, of a width sufficient for three carriages to run abreast, and is one of the best roads on the continent. It is the property of an incorporated company, who have expended between $[illegible] and $[illegible] in its construction.

Five miles from Albany, in the village of West Troy, is the United States Arsenal, consisting of handsome brick and stone buildings, beautifully located on the western bank of the Hudson. There are here a large quantity of arms and munitions of war, with workshops for repairing them, manufacturing locks, &c. The muskets, bayonets, swords and pistols are arranged with great taste, and kept in fine order. Among the cannon in the yard are four 12 pounders, one 24, and one howitzer, taken at Saratoga; four 12's and one howitzer, taken at Yorktown; two long antique pieces and one eight inch mortar, taken at Stony Point; two old French 4 pounders and 14 guns, sent by Louis XVI. to the continental congress in the revolution—all of brass, and most of them highly ornamented, with each an individual name and the inscription "ultima ratio regium." There are also three or four howitzers which were cast in New-York and Philadelphia in the revolution, bearing the initials U. C. for United Colonies.

The village of West Troy has rapidly increased within a few years. It contains a bank and several manufacturing establishments, and is a place of much activity and enterprize. The river is here crossed in a ferry boat, to

TROY.

The city is bounded on the east by a range of hills rising abruptly from the alluvial plain on which the city is situated, extending to the Hudson river. In point of location and beautiful natural scenery, Troy is exceeded by few, if any, of the towns and villages on the Hudson. The streets, running north and south, converge together at the north end of the city, and are crossed at right angles by those running east and west. The buildings are principally built of brick, and are shaded by rows of trees on each side of the streets, which are preserved remarkably clean by additious of slate and gravel instead of pavements. The city contains 6 banks, 12 churches, a court house, jail and market. The EPISCOPAL CHURCH is a superb specimen of Gothic architecture, probably not exceeded in the United States. It has a venerable and imposing appearance, and needs nothing but a quantity of moss and ivy to make it the picture of one of those ancient abbeys so often to be met with in the writings of Sir Walter Scott. The NEW PRESBYTERIAN CHURCH also displays great taste and liberality in its construction, and is highly ornamental to that part of the city in which it stands.

The COURT HOUSE, built of Sing Sing marble, is a splendid edifice after the Grecian model, perfectly chaste and classic in all its parts.

The FEMALE SEMINARY, incorporated by an act of the legislature, is a large three story brick building erected by the city corporation. The institution is under the government of a female principal, assisted by vice princi-

pals and several teachers, whose exertions have given it a deserved celebrity over similar institutions in the state.

PUBLIC HOUSES.

The TROY HOUSE, near the termination of the rail road in River street, is a spacious and elegant establishment, with a court yard in the centre, and kept in a style corresponding with that of the most favored establishments in the union.

The MANSION HOUSE, a little farther north, is on a scale equally chaste and spacious, in front of which is a handsome square and a beautiful marble fountain or *jet d'eau*, which diffuses a delightful coolness through the atmosphere, and attracts the observation of every stranger.

The WASHINGTON HALL, NATIONAL HOTEL and AMERICAN HOTEL are also very neat establishments, and well patronized.

The city is abundantly supplied with excellent water from the neighboring hills, on the Philadelphia plan, except, that in that city it is raised by artificial means, and in this by its natural head, being 75 feet above the level of the city. On the corner of each street is a hydrant, and a hose placed on this sends the water up higher and with much greater force than a fire engine. From this source is obtained the supply for several artificial fountains on the public squares and in private gardens.

Troy is proverbial for its enterprise. This, with its local advantages, have given it a growth and prosperity equalled by few and excelled by none of the cities at the north. Its population in 1830 was 11,605; in 1835, 16,959; and at the present period (1840) cannot be less than 20,000.

North-east of the plain upon which Troy is built, and about a quarter of a mile from the river, *Mount Ida* rises abruptly to the height of three or four hundred feet; from whose summit there is a very extensive prospect of the Hudson river and the adjacent country, embracing Waterford, Lansingburgh, the locks at the junction of the Erie and Champlain canals, nearly the whole of Troy, and a part of Albany.

About a mile above the city, a dam has been thrown across the river, and a lock constructed, affording a sloop navigation to the village of Waterford.

The RENSSELAER AND SARATOGA RAIL ROAD commences in River street near the Troy House, and passes up that street to the northern part of the city, where it crosses the main channel of the Hudson river on a superb covered bridge, 1512 feet long, to Green Island. From thence it proceeds in a northerly direction to Van Schaick's Island, which is connected with Green Island by a bridge 482 feet long over one of the sprouts of the Mohawk river. Another bridge over another sprout is then passed in reaching Hawver Island; and from thence to the village of Waterford a third bridge is crossed in passing over the third or minor sprout. At Waterford the road passes through one of the principal streets, and from thence continues a northerly course through the rich valley of the Hudson, between the river and the Champlain canal, for a distance of 8 miles, to Mechanicsville; when, after crossing the canal, it curves to the northwest, and pursuing the valley of "the creek," so called, passes the Round lake, about 4 miles from Mechanicsville. The Mourning creek is reached in going 6 miles

farther; from whence the road runs nearly parallel with and in sight of the Saratoga and Schenectady rail road for a distance of two miles, to the village of Ballston Spa; where the two roads unite, and the carriages of both roads, by an arrangement between the two companies, are taken in the same train to Saratoga Springs.

From Green Island, a bridge extends across the west channel of the Hudson to West Troy.

VAN SCHAICK'S ISLAND is formed by the sprouts of the Mohawk river joining with the Hudson river, 3 miles north of Troy. This spot is noted for being the head quarters of the American army in 1777; from whence they marched, in September of the same year, to the decisive victory over Burgoyne, at Bemus' Heights.

LANSINGBURGH, on the eastern bank of the Hudson, directly opposite Van Schaick's Island, is principally built on a single street, running parallel with the river. A high hill rises abruptly behind the village, on which is seen the celebrated diamond rock, which at times emits a brilliant lustre from the reflected rays of the sun. The appearance of Lansingburgh by no means indicates a high state of prosperity, though it contains several very handsome private residences. The village has a bank, six places of public worship, and an academy. Its population is about 3000.

WATERFORD is one mile farther. The village is situated at the junction of the Mohawk with the Hudson, and derives considerable importance from the navigation of small vessels, which, by means of the lock and dam below, at most seasons of the year arrive and depart to and from

its docks. The village contains a population of about 1600 inhabitants. It enjoys many advantages for trade, and its importance is much increased by the Champlain canal, which here communicates with the Hudson river.

A very permanent bridge crosses the Hudson at this place, connecting with a road leading to Lansingburgh.

At Waterford, if leisure will permit, the tourist will find it interesting to stop a day, for the purpose of visiting the COHOES FALLS, and the adjoining factories on the Mohawk river, about a mile from the village. The perpendicular fall is about 40, and including the descent above, about 70 feet. The lofty barrier of rocks which confine the course of the Mohawk—the distant roar of the cataract—the dashing of the waters as they descend in rapids beneath you—and the striking contrast of the torrent with the solitude of the scenery above, contribute to render the whole an unusual scene of sublimity and grandeur. It was in taking a view of these falls, several years since, that the poet Moore composed one of his best fugitive pieces. Indeed, the scenery and every thing connected with this interesting spot, are calculated to afford ample subjects for the poet and painter.

Between this place and Schenectady the canal is carried twice across the Mohawk. The lower aqueduct, as it is called, two and a half miles from the falls, is 1188 feet—the other, 12 miles further, is 750 feet long.

The JUNCTION of the Erie and Champlain canals, about a mile from the falls, should also be visited in the excursion. Here, within the space of three quarters of a mile, are 17 locks; and the number of boats constantly

passing through, present a spectacle of activity and business of a highly novel character.

MECHANICSVILLE, 8 miles from Waterford, (pursuing the route of the rail road,) is a small manufacturing village on the bank of the Hudson. The hydraulic power, however, here derived, is from "the creek," the outlet of the Round lake, mentioned at page 129.

BALLSTON SPA, 12 miles farther, has been already noticed at p. 122.

SARATOGA SPRINGS

Is situated seven miles northeasterly from Ballston Spa. The village is located on an elevated spot of ground, surrounded by a productive level country, and enjoys, if not the advantage of prospect, at least a salubrious air and climate, contributing much to the health and benefit of its numerous visitants. It contains about 200 dwellings, and a population of 2000 inhabitants. The springs, so justly celebrated for their medicinal virtues, are situated on the margin of a vale, bordering the village on the east, and are the continuation of a chain of springs discovering themselves about 12 miles to the south, in the town of Ballston, and extending easterly in the form of a crescent, to the Quaker village, 7 or 8 miles in an easterly direction from Saratoga Springs. The springs in the immediate vicinity of the latter place are 10 or 12 in number, the principal of which are the Congress, the Iodine or Walton, Putnam's Congress, the Monroe, the Hamilton, the Flat Rock, the High Rock, the Columbian and the Washington. A new spring, affording a very copious supply and apparently very saline, was discovered in the

fall of 1839, a short distance south of the Flat Rock; but no analysis had been made at the time of the publication of this volume, to enable us to speak particularly of its properties.

About a mile northeast of the village, there are also a cluster of fountains, called the Ten Springs.

THE CONGRESS SPRING is situated at the south end of the village, and is owned by Doct. John Clarke; to whose liberality the public are much indebted for the improvements that have been made in the grounds adjoining the fountain, for the purity in which its waters are preserved, and for an elegant colonnade erected over the spring, affording a convenient promenade to visitants.

The spring was first discovered in the summer of 1792, issuing from a crevice in the rock, a few feet from its present location. Here it flowed for a number of years, until an attempt to improve the surface around it produced an accidental obstruction of its waters, which afterwards made their appearance at the place where they now flow. It is enclosed by a tube sunk into the earth to the distance of 12 or 14 feet, which secures it from the water of a stream, adjoining which it is situated.

From an analysis made by Doct. Steel, it appears that a gallon of the water contains the following substances: chloride of sodium, 385 grs.; hydriodate of soda, 3 1-2 grs.; bicarbonate of soda, nearly 9 grs.; bicarbonate of magnesia, nearly 96 grs.; carbonate of lime, a little more than 98 grs.; carbonate of iron, upwards of 5 grs.; silex 1 1-2 grs.; carbonic acid gas, 311 cubic inches; atmospheric air, 7 do.

To this spring perhaps more than any other spot on the globe, are seen repairing, in the summer mornings before breakfast, persons of almost every grade and condition, from the most exalted to the most abject: the beautiful and the deformed—the rich and the poor—the devotee of pleasure and the invalid—all congregate here, for purposes as various as are their situations in life. To one fond of witnessing the great diversity in the human character, this place affords an ample field for observation. So well, indeed, has it been improved by the little urchins who dip water at the fountain, that an imposing exterior is sure to procure for its possessor their services, while individuals less richly attired, or whose physiognomy indicate a less liberal disposition, are often compelled to wait till it is more convenient to attend to their wants.

Most persons soon become fond of the water; but the effect on those who taste it for the first time is frequently unpleasant. To such the other fountains are generally more palatable, having a less saline taste than the Congress.

The IODINE or WALTON SPRING, is located a few rods north of the High Rock, and was discovered in the autumn of 1838. It flows copiously through a tube sunk to a depth of 6 or 8 feet—is very pure and pungent—and while it contains most of the properties of the other fountains, in a greater or less degree, is remarkable for its freedom from iron. According to an analysis made by Professor Emmons, one gallon of this water contains, muriate of soda, 137 grs.; carbonate of lime, 26 grs.; carbonate of iron, 1 gr.; carbonate of magnesia, 75 grs.; carbonate of soda, 2 grs.; hydriodate of soda, or iodine, 3 1-2 grs.;

carbonic acid gas, 330 cubic inches; atmospheric air, 4 inches.

The approach to this fountain has been rendered easy; and it is already beginning to be a place of very considerable resort. It bids fair, indeed, to become as efficacious and celebrated as any mineral spring yet discovered.

The MONROE SPRING, a few rods north of the Flat Rock, is remarkable for its sparkling and pungent qualities, and is justly ranked among the favored fountains of the village.

Near it is a strong sulphur spring, (recently discovered,) which supplies a commodious bathing establishment on the premises.

PUTNAM'S CONGRESS (deriving its name from the discoverer and owner) is a few rods north of the Hamilton Spring. A mineral fountain flowed from the same locality for several years, without any particular notice, and the present spring has been obtained by sinking a tube to a considerable depth. It is a valuable and popular fountai n.

The HIGH ROCK is situated on the west side of the valley, skirting the east side of the village, about half a mile north of the Congress. The rock enclosing this spring is in the shape of a cone, 9 feet in diameter at its base, and five feet in height. It seems to have been formed by a concretion of particles thrown up by the water, which formerly flowed over its summit through an aperture of about 12 inches diameter, regularly diverging from the top of the cone to its base. This spring was visited in the year 1767 by Sir William Johnson, but was known long before by the Indians, who were

first led to it either by accident or by the frequent haunts of beasts, attracted thither by the saline properties of the water. A building was erected near the spot previous to the revolutionary war; afterwards abandoned, and again resumed; since which the usefulness of the water has, from time to time, occasioned frequent settlements within its vicinity.

The water now rises within 2 feet of the summit, and a common notion prevails that it has found a passage through a fissure of the rock occasioned by the fall of a tree; since which event it has ceased to flow over its brink. This opinion, however, may be doubted. It is probable that the decay of the rock, which commenced its formation on the natural surface of the earth, may have yielded to the constant motion of the water, and at length opened a passage between its decayed base and the loose earth on which it was formed. This idea is strengthened from the external appearance of the rock at its eastern base, which has already been penetrated by the implements of curiosity a number of inches.

Between the Iodine Spring in the upper village, and the Washington in the south part of the lower village, are situated most of the other mineral springs in which this place abounds. At four of the principal fountains, the Putnam's Congress, Hamilton, Monroe and Washington, large and convenient bathing houses have been erected, which are constantly resorted to for pleasure as well as health, during the warm season.

The mineral waters both at Ballston and Saratoga are supposed to be the product of the same great labratory, and they all possess nearly the same properties, va-

rying only as to the quantity of the different articles held in solution. They are denominated acidulous saline and acidulous chalybeate. Of the former are the Congress, Iodine, Monroe, Putnam's Congress, the Hamilton, and High Rock, at Saratoga; and of the latter are the Columbian, Flat Rock, and Washington, at Saratoga, and the Old Spring, and Sans Souci, at Ballston. The waters contain muriate of soda, hydriodate of soda, carbonate of soda, carbonate of lime, carbonate of magnesia, oxide of iron, and some of them a minute quantity of silicia and alumina. Large quantities of carbonic acid gas are also contained in the waters, giving to them a sparkling and lively appearance.

The late Doct. Steel, in his geological report of the county of Saratoga, published a few years since, remarks, that "the temperature of the water in all these wells is about the same, ranging from 48 to 52 degrees on *Farenheit's* scale; and they suffer no sensible alteration from any variation in the temperature of the atmosphere; neither do the variations of the seasons appear to have much effect on the quantity of water produced.

"The waters are remarkably limpid, and when first dipped sparkle with all the life of good champaign. The saline waters bear bottling very well, particularly the Congress,* immense quantities of which are put up in this way, and transported to various parts of the world; not, however, without a considerable loss of its gaseous property, which renders its taste much more insipid than when drank at the well. The chalybeate water is also

* The water of the Iodine Spring is also equally favorable for bottling.

put up in bottles for transportation, but a very trifling loss of its gas produces an immediate precipitation of its iron; and hence this water, when it has been bottled for some time, frequently becomes turbid, and finally loses every trace of iron; this substance fixing itself to the walls of the bottle.

"The most prominent and perceptible effects of these waters, when taken into the stomach, are *cathartic, diuretic* and *tonic.* They are much used in a great variety of complaints; but the diseases in which they are most efficacious are jaundice and bilious affections generally, dyspepsia, habitual costiveness, hypochondrical complaints, depraved appetite, calculous and enphritic complaints, phagedenic or ill-conditioned ulcers, cutaneous eruptions, chronic rheumatism, some species or states of gout, some species of dropsy, scrofula, paralysis, scorbutic affections and old scorbutic ulcers, amenorrhea, dysmenorrhea and clorosis. In phthisis, and indeed all other pulmonary affections arising from primary diseases of the lungs, the waters are manifestly injurious, and evidently tend to increase the violence of the disease.

"Much interest has been excited on the subject of the source of these singular waters; but no researches have as yet unfolded the mystery. The large proportion of common salt found among their constituent properties may be accounted for without much difficulty—all the salt springs of Europe, as well as those of America, being found in geological situations exactly corresponding to these; but the production of the unexampled quantity of carbonic acid gas, the medium through which the other articles are held in solution, is yet, and probably will re-

main a subject of mere speculation. The low and regular temperature of the water seems to forbid the idea that it is the effect of subterranean heat, as many have supposed, and the total absence of any mineral acid, excepting the muriatic, which is combined with soda, does away the possibility of its being the effect of any combination of that kind. Its production is therefore truly unaccountable."*

In addition to the springs already enumerated, a SULPHUR SPRING was discovered a few years since in the vi-

* An analysis of the waters at this place and at Ballston Spa was made and published by Doct. Steel some years since, which received the sanction of the most scientific men in this country and in Europe. Subsequently, and shortly before his death in 1838, he prepared an entire new work, which has since been published, embracing not only an analysis of the springs and directions for their use in the various diseases in which they have proved beneficial, but also a full and interesting history of their discovery, and of the rise and progress of the villages in which they are located. The literary attainments of Doct. S. and his great experience from a long residence at this place, enabled him to render this work far superior to any thing of the kind which has appeared, or which will probably soon appear. It ought also to be remarked, that no invalid should attempt the use of these waters without the direction of a physician well acquainted with their properties. A contrary course, under the too prevalent and erroneous impression that they may be drank in all complaints, in any quantity, and at all hours of the day, has been attended in many instances with deleterious and sometimes with fatal consequences. There can be no doubt of their great efficacy in most complaints, when properly used; yet ill-timed and too copious draughts not only fail of removing complaints, but frequently engender them.

cinity of the Hamilton Spring, in the rear of the Congress Hall. It rises from a depth of about 20 feet, and affords an ample supply of water for the bathing house with which it is connected.

The boarding establishments of the first class at Saratoga Springs are the Congress Hall and Union Hall at the south end of the village, the Pavilion at the north, and the United States Hotel in a central situation between them. Besides these, there are a number of other boarding houses on a less extensive scale, the most noted of which are the American and the Adelphi in the south part, the Columbian Hotel and Washington Hall in the north part of the village, and the Rail Road House centrally located. Prospect Hall, kept by Mr. Benjamin R. Putnam, is on a beautiful site about one mile north-west of the village, and is a very respectable establishment. Highland Hall, half a mile south of the Congress Spring, is also a pleasant house, and well patronized.

The CONGRESS HALL, kept by Messrs. Seaman and Munger, is situated within a few rods of the Congress Spring, to which a handsome walk shaded with trees has been constructed for the convenience of guests. The edifice is 200 feet in length, 3 stories high besides an attic, and has two wings extending back, one 60, and the other about 100 feet. In front of the hall, handsomely shaded with shrubbery and trees, is a spacious piazza, 20 feet in width, extending the whole length of the building, with a canopy from the roof, supported by 17 columns, each of which is gracefully entwined with woodbine. There is also a back piazza, which opens upon a beautiful garden annexed to the establishment,

and a small grove of pines, affording both fragrance and shade to its numerous guests. The Congress Hall can accommodate from 250 to 300 visitants, and is justly ranked among the most elegant establishments in the union.

The UNITED STATES HOTEL, kept by Messrs. Thomas and Marvin, with its gardens and out buildings, occupies a space in the centre of the village of about five acres. The main building is composed of brick, 186 feet long, 36 feet wide, and 4 stories high. It has two wings extending westwardly—one 204 feet, and the other 163 feet long. Attached to the establishment are also two cottages, contiguous to one of the wings. A broad piazza stretches across the main building in front, and is connected with piazzas in the rear, so as to form a continuous promenade of more than 700 feet. The interior arrangements are on a proportionate scale—the dining room being 200 feet long, and with the drawing-rooms, public and private parlours, equalling if not surpassing, in extent and elegance, any similar establishment. The ground in the rear is handsomely laid out into walks, and the whole tastefully ornamented with trees and shrubbery. The front is also shaded by a double row of forest trees extending the whole length of the building. The hotel is situated equi-distant from the Congress and Flat Rock springs, commanding a view of the whole village; and from its fourth story a distinct prospect is had of the surrounding country for a number of miles. This establishment can accommodate 400 visitants, and is probably the largest and one of the most expensive of the kind in the United States.

The PAVILION is located in a pleasant part of the village, immediately in front of the Flat Rock spring. The building is constructed of wood, 136 feet long, with a wing extending back from the centre of the main building 80 feet, and another extending along Church street, of 200 feet, affording numerous private parlors, communicating with lodging rooms, for the convenience of families. The main building is two and a half stories high, with the addition of an attic which, with the handsome piazza in front, sustained by delicate colonnades, renders it, in beauty and proportion, one of the first models of architecture in the country. The large rooms of the Pavilion are so constructed, that by means of folding doors the whole of the lower apartments may be thrown into one—an advantage which gives much additional interest to the promenade and cotillion parties, which frequently assemble on this extensive area. Handsome walks, shaded with trees, are attached to the establishment, affording its guests ample space for a quiet and cool retreat. The Pavilion is calculated for the accommodation of about 250 visitants.

The UNION HALL is one of the earliest and most respectable establishments in the vicinity, and is situated directly opposite the Congress Hall. It presents a handsome front, 120 feet long, 3 stories high, with two wings extending west 60 feet, and also an adjoining building, nearly 100 feet long, fitted up with parlors, &c. for private families. The Hall is ornamented in front by 10 columns, which rise to nearly the height of the building, and support the roof of a spacious piazza. A garden in the rear also contributes to the pleasantness of the establish-

ment. It is kept by Messrs. R. & W. Putnam, and ranks in point of elegance and respectability with the most favored public houses in the vicinity.

The AMERICAN HOTEL, a few doors north of the Union Hall, is a spacious brick building, recently erected by its proprietor, Mr. Wilcox, and is fitted up and kept in a style to ensure it a liberal patronage.

The ADELPHI HOTEL, adjoining on the north, is also a large building of brick, 3 stories high, and is well furnished and well kept by its proprietor, Mr. Sadler.

The COLUMBIAN HOTEL stands a few yards south of the Pavilion. Annexed to the establishment is a handsome garden, lying on three sides of the building, which adds much to the beauty and advantage it enjoys in point of natural location.

The WASHINGTON HALL, is beautifully located at the north part of the village, and is patronized by strangers who do not wish to mingle in the pleasures of the larger establishments.

The price of board per week at the respective houses is from 4 to 12 dollars.

The READING ROOMS and LIBRARY are in a neat building three doors north of the U. S. Hotel. Nearly 100 newspapers from various parts of the Union and the Canadas, and about 2000 volumes of well selected books for circulation, embracing the modern publications, are kept in these rooms. A register of the names of visitants at the Springs is also open for inspection at the establishment. The names thus entered frequently number from 10 to 12,000 in the course of the season.

At both the villages of Ballston and Saratoga Springs, there are always sufficient objects of amusement to render the transient residence of their summer guests pleasant and agreeable. Those whose taste is not otherwise gratified can always enjoy a mental recreation at the reading rooms; a ride on the rail road, carriages for which leave both villages several times a day; or a short excursion in the neighborhood, where sufficient beauty and novelty of scenery are always presented to render it interesting. The amusements of the day are usually crowned with a ball or promenade. The respective apartments appropriated for these occasions are calculated to accommodate from 250 to 300 guests; but they often contain a much greater number.

The spacious areas of the cotillion rooms, when enlivened by the associated beauty and gayety resorting to the Springs, present an unusual degree of novelty and fascination.

About two miles east from Saratoga Springs there is a small fish pond, situated on the farm of a Mr. Barheydt. Parties often resort thither, as well to enjoy the amusements of fishing as to partake of a repast on trout, the proprietor reserving to himself the exclusive privilege of serving them up. Still farther east, about 4 miles from the Springs, is situated the

Saratoga Lake. This lake is 9 miles long and 3 broad. Sail boats are fitted up at the Lake House, for the accommodation of parties of pleasure, and implements for fishing are always in readiness for those who take pleasure in this fashionable diversion. The western shores of the lake are accessible but in a few places, in

consequence of the adjacent marshes; on the east side the land is more elevated, and presents a fine prospect of farms under good improvement. The Lake is supplied with water from the Kayaderosseras creek, which, taking its rise about 20 miles in a northwest direction, and receiving in its course a number of tributary streams, flows into the lake on the west side. Fish creek forms its outlet, through which the waters of the lake are communicated to the Hudson river, about 8 miles distant in an easterly direction. This creek empties into the Hudson river at Schuylerville, noticed at p. 147.

BEMUS' HEIGHTS, rendered memorable as the spot on which the British army under Gen. Burgoyne was defeated in the revolutionary contest, are about 8 miles in a south-easterly direction from the Lake House. The battle ground is 2 miles west of the Hudson river; and though without much to attract in its location or surrounding scenery, will nevertheless prove interesting from its association with events which greatly contributed to the establishment of American independence.

The two actions which preceded the surrender of the British army were fought on the 19th of September, 1777, and on the 17th of October following. On the morning of the 8th, the American army marched into the British camp, which had been deserted the evening previous. The enemy continued to retreat till they had reached the height beyond the Fish creek, where they encamped on the 10th. Finding his retreat cut off by a party of troops, who had taken possession in his rear, and his advance impeded by superior numbers, General Burgoyne accepted the terms of capitulation, proposed by General Gates, and

surrendered his whole army to the American forces on the 17th October, 1777. The surrender took place at Fort Hardy, where the British stacked their arms, and were permitted to march out with the honors of war.

FREEMAN'S FARM, on which the principal actions were fought, is immediately east of the main road running north and south, a road passing directly across it to the Hudson river, in an eastwardly direction. In a meadow adjoining the first mentioned road, about ten rods south of a blacksmith's shop, and near the fence, is the spot where Gen. Frazer fell.* A large bass wood tree marked the place for a time; but having been cut down, several sprouts which have sprung up from the parent stock, now designate the spot. A few rods directly south of this, on a slight eminence, is shown the place where Col. Cilley sat astride of a brass twelve pounder, exulting in its capture; and about half a mile still farther south is shown the house yet standing, which was used by Gen. Gates as his head quarters.

In proceeding to the river, the hill on which Gen. Frazer is buried is pointed out, about a mile and a half east of the battle ground, and 20 rods north of the road. His remains were deposited, at his request, within a redoubt on the top of this hill. The redoubt, which is of an oblong form, from 100 to 150 feet in diameter, is still perfectly visible; and the spot of Gen. Frazer's interment is near the centre, though no monument of any description

* Gen. Frazer was second in command to Gen. Burgoyne, and died on the 8th October, 1777, from wounds received in battle the day previous.

has ever been erected to mark the place where the remains of this gallant warrior repose.

SMITH'S HOUSE, in which Gen. Frazer died, and which at that time stood near the foot of this hill, has been removed about 80 rods in a northeasterly direction to the turnpike. It is a low old fashioned Dutch building, with the gable end to the river, painted yellow—the sides red, and shingle roof. The entrance is towards the river, under a dilapidated portico—the whole bearing the marks of antiquity. The room in which Gen. Frazer died is directly in front, and has undergone no material change since his death.

Eight miles north of this, on the turnpike, is the village of

SCHUYLER-VILLE, noted as the residence of the late Gen. Schuyler, and still more so as the place where Gen. Burgoyne surrendered to the American army in October, 1777.

The ground on which the surrender took place, was in a vale nearly east, and in plain view of the stage house on the turnpike in the village, and still exhibits the remains of an entrenchment called Fort Hardy. About 40 rods in a southeast direction, at the mouth of Fish creek, is the site of Fort Schuyler. The arms of the British were stacked in the vale in front of Fort Hardy, and from thence they were marched to the high grounds a little west of the village, and admitted to parol as prisoners of war. At the southern extremity of the vale is a basin for the Champlain canal, which passes through this place. About half a mile south of the basin stands a

house located on the spot where once stood the mansion of Gen. Schuyler, which, with other buildings, were burnt by the British army on their retreat from the battle of the 7th October.

The village contains 80 or 90 houses, and an extensive cotton factory and machine shop.

FORT-EDWARD is 12 miles north of Schuyler-Ville. It is not on the usual route of travellers from the Springs to Lake George; but being a short distance only from Sandy Hill, it may be easily visited. The fort, once situated where the village now stands, has long since been demolished; though its former location is easily traced in the mounds of earth which are still visible. About 100 rods north of the village is a dam across the Hudson river, 27 feet high and 900 feet long, supplying with water a feeder to the Champlain canal.

A little north of this, on the west side of the road, the traveller is shown a large pine tree, with a spring near its foot, memorable as the spot where Miss M'CREA was murdered by the Indians during the revolutionary war. She was betrothed to a Mr. Jones, an American refugee, who was in Burgoyne's army. Anxious for a union with his intended bride, he despatched a party of Indians to escort her to the British camp. Against the remonstrance of her friends, she committed herself to the charge of these Indians. She was placed on horseback, and accompanied her guides to the spring in question, where they were met by another party, sent on the same errand. An altercation ensued between them as to the promised reward, and while thus engaged, they were attacked by the whites. At the close of the conflict, the

unhappy young woman was found a short distance from the spring, tomahawked and scalped. There is a tradition that her scalp was divided by the respective parties, and carried to her agonized lover. He is said to have survived the shock but a short time, and to have died of a broken heart. The name of Miss M'Crea is inscribed on a tree, with the date 1777. Her remains were disinterred a few years since, and deposited in the church-yard at Sandy-Hill.

SANDY HILL is two miles from Fort Edward, on the route from Saratoga Springs to Lake George. It is situated on very elevated ground, on the margin of the Hudson river, immediately above Baker's Falls, about 19 miles from the Springs. The streets are laid out in the form of a triangle. In the centre is an open area, surrounded by handsomely constructed stores and dwellings. The village contains about 100 houses and 600 inhabitants. The courts of the county are held alternately here and at Salem.

GLEN'S FALLS, a village more populous, is 3 miles further up the Hudson river, on the direct route to Lake George. At this place are the celebrated falls from which the village takes its name. These are situated about one fourth of a mile south of the village, near a bridge, extending partly over the falls, and from which the best view of them may be had. The falls are formed by the waters of the Hudson, which flow in one sheet over the brink of the precipice, but are immediately divided by the rocks into three channels. The height of the falls is ascertained, by measurement, to be 63 feet;

though the water flows in an angular descent of 4 or 500 feet. Some rods below the falls is a long cave in the rocks, extending from one channel to the other. On its walls are inscribed a variety of names of former guests, who have thought proper to pay this customary tribute. The rocks, which are at some seasons covered with water, but at others entirely dry, are chequered with small indentations, and in many places considerable chasms are formed, probably by pebbles kept in motion by the falling water. It is very evident that these falls, like those of Niagara, were once a considerable distance lower down the river—the banks below being composed of shelving rocks, from 30 to 70 feet perpendicular height. On the north side of the river is a navigable feeder, communicating with the Champlain canal. It commences nearly two miles above the falls, and, with the exception of about a quarter of a mile, which appears to have been cut out of a shelving rock, runs along a ravine east of Sandy Hill, and intersects the main canal some distance below.*

* JESSUP'S FALLS, which are about 10 miles above Glen's Falls on the Hudson, are worthy the attention of travellers. The whole scenery is highly romantic and picturesque, and the descent of the falls, including the rapids a short distant above, is nearly 100 feet. Five miles further north are the HADLEY FALLS, which are a succession of pitches over a rocky and uneven bed. The whole descent, commencing at the upper fall, is between 80 and 100 feet. Over the lower fall a permanent bridge, about 50 feet from the water, is erected. The river here is contracted to a very narrow space, within lofty rocky embankments, between which the water rushes with great force and wildness into the basin below, uniting with the

There are extensive quarries of black and variegated marble at Glen's Falls, which is here sawed into slabs and transported to New-York for manufacture.

From Glen's Falls to Lake George the distance is 9 miles over an indifferent road, affording little other variety than mountains and forests, with here and there a rustic hamlet. Within three and a half miles of Lake George on the right hand, and a short distance from the road, is pointed out the rock at the foot of which Col. Williams was massacred by the Indians, during the French war. At the distance of half a mile farther, on the same side of the road, is the "*Bloody Pond*," so called from its waters having been crimsoned with the blood of the slain who fell in its vicinity, during a severe engagement in 1755. Three miles farther is situated the village of

CALDWELL, on the south-western margin of the lake. This village contains a number of neat little buildings, and about 400 inhabitants. The Lake George Coffee House is fitted up in good style, and can accommodate

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Sacondaga river, a large and rapid stream, which rises about 60 miles at the north-west. Both of these rivers abound with trout and other fish, affording ample employment for those who are fond of angling. The country here is extremely rugged and mountainous, and presents but little appearance of cultivation.

Travellers designing to visit these places, will find it the most convenient to take a carriage at Saratoga Springs, from which to Jessup's Falls is 14 miles, and to Hadley Falls 5 miles further. The route is over a good road, and, including a visit of two or three hours, may be easily performed (going and returning) in a day.

from 80 to 100 visitants. There are here, also, a post-office, a church, and a court house. The village is bordered on the east by a range of hills, to the highest of which, called Prospect Hill, a road has been made, and though difficult of ascent, the pedestrian is richly compensated in the diversified and extensive prospect afforded him from its summit.

LAKE GEORGE

Is situated but a short day's ride from the village of Saratoga Springs, (27 miles,) from whence an excursion to the Lake is considered as a matter of course. At the village of Caldwell it is about a mile wide, but it generally varies from three fourths of a mile to four miles. The waters are discharged into Lake Champlain, at Ticonderoga, by an outlet which, in the distance of 2 miles, falls 180 feet.

Lake George is remarkable for the transparency of its waters. They are generally very deep, but at an ordinary depth the clean gravelly bottom is distinctly visible. The great variety of excellent fish which are caught here renders it a favorite resort for those who are fond of angling. The lake is interspersed with a large number of small islands, the principal of which, Diamond Island, once containing a military fortification, and Tea Island, on which is a summer house erected for the amusement of parties of pleasure, are visible from the head of the lake. The whole number of islands is said to equal the number of days in a year.

The scenery on the borders of the lake is generally mountainous. With the exception of some intervals,

chequered with fruitful cultivation, the land recedes from the shores with a gentle acclivity, for a few rods, and then, with a bolder ascent, to an elevation of from 500 to 1500 feet. The best view of the lake and its environs is had from the southern extremity, near the remains of old Fort George,* from whence the prospect embraces the village of Caldwell and the numerous little islands rising from the waters, which are beautifully contrasted with the parallel ridges of craggy mountains, through an extent of nearly 14 miles. Near the southern shore are the ruins of an old fortification, called

FORT WILLIAM HENRY. Vestiges of the walls and out-works are still to be seen. Previous to its construction, the site of the fort was occupied by the English army under the command of Sir William Johnson, who was making preparations for an attack upon Crown Point. Before any movement, however, was made by him, the French army, under the command of Baron Dieskau, marched from Ticonderoga for Fort Edward, but afterwards changing his purpose, he was proceeding to the head of the lake, when he unexpectedly fell in with a party of the English, who had been detached by Sir William for the relief of Fort Edward. A severe battle ensued, in which the English were defeated, and compelled hastily to retire from the field. They were pursued into their intrenchments by the French army, who commenced a furious asssault upon the English camp,

* A very good prospect is also obtained from the top of the Lake George House; but one far better from Prospect Hill, previously mentioned.

but were repulsed with great slaughter. The discomfited Baron, on his retreat from this unsuccessful attack, was a third time engaged by a party of English, who had been despatched by the garrison at Fort Edward, to succor Sir William, and totally defeated. These three several engagements took place on the same day, the 6th September, 1755, in the vicinity of Bloody Pond, into which the bodies of the slain were afterwards thrown. In 1757 Fort William Henry contained a garrison of 3000 men, under the command of Col. Munroe. The Marquis de Montcalm, after three attempts to besiege the fort, reinforced his army to about 10,000 men, and summoned Col. Munroe to surrender. This summons being refused, Montcalm, after a furious assault, obliged the English to capitulate. The terms of the capitulation, though honorable to the English, were shamefully violated by the Indians attached to the French army, who massacred the whole garrison, except a small remnant who made their escape to Fort Edward. The fort was razed to the ground by Montcalm, and was never afterwards rebuilt. This spot was the scene of embarkation of Gen. Abercrombie, who, in 1758, descended the lake with an army of 15,000 men, for an attack on Ticonderoga.

About 80 rods farther south, on a commanding eminence, are situated the vestiges of old FORT GEORGE. This fort, though not distinguished by any event of importance, yet, in connection with the history of Lake George, imparts an interest which a stranger will readily embrace in a visit to its mouldering ruins. A part of the walls, which were originally built of stone, are still visible, from 30 to 40 feet in height. It was the depot for

the stores of Gen. Burgoyne, for some time during the revolutionary war.

A steamboat usually performs a daily trip on Lake George, so as to intersect the boats running to Lake Champlain; leaving Caldwell in the morning, and returning at evening. The length of the lake, on which the boat runs, is 36 miles. From the steamboat landing to Ticonderoga is a distance of 3 miles; for which a conveyance is readily obtained. Refreshments are provided at a tavern half a mile from the landing, after which parties usually proceed to the fort, and return to the tavern the same evening, from whence they may take the boat on its return the next day to Caldwell.

In proceeding down the lake from Caldwell, TWELVE MILE ISLAND is reached in going that distance. It is of a circular form, containing about 20 acres, situated in the centre of the lake, and is elevated 30 or 40 feet above the water. From thence one mile, on the northwest side of the lake, is

TONGUE MOUNTAIN, with WEST BAY on its west side, a mile and a half wide, and extending in a northerly direction 6 miles. What are called the Narrows commence here, and continue for 6 or 7 miles, being three fourths of a mile wide, and very deep. A line 500 feet long has been used in sounding, without reaching bottom.

BLACK MOUNTAIN, 18 miles from the head of the lake, is situated on the east side, and has been ascertained, by admeasurement, to be 2200 feet in height. Opposite to Black Mountain, near the western shore, is

HALF WAY ISLAND. A short distance north of this is some of the finest mountain scenery on the continent.

The mountains, exhibiting an undulating appearance, are thickly studded with pines and firs, and interspersed with deep and almost impenetrable caverns.

Sabbath Day Point, 24 miles from Caldwell, is a projection of the main land into the lake from the west side. It is a place on which the English troops landed on the Sabbath during the French war, and is the spot on which a sanguinary battle was fought with the Indians. The English, with no chance of retreat, were all killed. From thence, 3 miles, is a small island called the Scotch Bonnet. Three miles farther, on the western shore of the lake, is a little hamlet called by the inhabitants the City of Hague, containing only two or three dwellings, and as many saw mills. The lake is here 4 miles wide, being its greatest width. From this place to

Rogers' Slide, is 3 miles. This is celebrated as the spot where Col. Rogers escaped from the Indians during the French war. The descent is an angle of about 25 degrees, over a tolerably smooth rock, 200 feet in height. The Colonel, who had been a great foe to the Indians, was nearly surrounded by them on the top of the mountain, and found no other means of escape than to slide down this precipice. It being winter, and having snow shoes on his feet, he landed safely on the ice. The Indians afterwards saw him; but supposing that no human being could have made the descent, and that he must of course be supernatural, they concluded it not only useless but dangerous to follow him.

Anthony's Nose, so called from its singular shape, is a high rock, nearly opposite to Rogers' Slide. The shores

here are bold and contracted, and exhibit massive rocks, which are from 50 to 100 feet in height. From thence to

PRISONER'S ISLAND, is 2 miles, a spot where prisoners were confined during the French war; and directly west of this is LORD HOWE'S POINT, so called from being the place where Lord Howe landed immediately previous to the battle in which he was killed at Ticonderoga. He was a brother of Lord Howe, who commanded the British forces at Philadelphia, during the revolutionary war. The water here, from a deep green, assumes a light color, owing to a clayey bottom. From thence to the outlet of the lake, which terminates the steamboat passage, is one mile. Three miles farther, over a circuitous and uneven road, in an easterly direction, is the fort and ruins of

TICONDEROGA. The point projects between the lake on one side, which here suddenly expands to the west, and the creek on the other side, which unites the waters of lakes George and Champlain. On the opposite side of the latter lake, in a south-east direction, stands Mount Independence. Mount Defiance, 720 feet in height, is situated across the creek directly west of the Fort. This height was occupied by the artillery of Gen. Burgoyne in 1777, when the Americans were compelled to evacuate Ticonderoga. The fortress of Ticonderoga was first constructed by the French in 1756. The works, which appear to have been very strong, are elevated about 200 feet above the level of Lake Champlain, and many of the walls are still standing. The magazine is nearly entire. It is 35 feet long, 15 feet wide, and 8 feet high, constructed under ground, of stone, and arched. A subterraneous passage leads from the southwest corner of the works to the

lake, 20 or 30 rods in length. Through this passage Col. Ethan Allen passed when he took possession of the fort "*in the name of the Great Jehovah and the Continental Congress.*" The remains of another fortification, built during the revolutionary war, are still to be seen about 60 rods farther south on the point adjoining the lake. The walls next to the lake are nearly 60 feet high.

In 1758 Ticonderoga was attacked by General Abercrombie, who was repulsed with the loss of 2000 men. On the approach of Gen. Amherst, in 1759, it was quietly abandoned by the French, as was also Crown Point. It continued in possession of the British until the year 1775, when it was taken by Col. Allen. On evacuating the fort in 1777, Gen. St. Clair ordered a detachment to accompany the American stores and baggage to Whitehall, where they were pursued by Gen. Burgoyne, and from thence to Fort Ann. At the latter place a smart skirmish ensued between the two parties, in which the British sustained a considerable loss. The main army retired from Ticonderoga to Hubbardton, Vt. where a party, consisting of about 1000 under Col. Warner, were overtaken by the British advanced guard, and after a severe action abandoned the field to superior numbers. From thence they joined Gen. Schuyler at Fort Edward on the 12th July, 1777.

From Ticonderoga, travellers designing a tour to Montreal and Quebec, may take passage in a Champlain steam boat, for St. Johns. The boat arrives towards evening, and the passage from thence to Plattsburgh, with the exception of about 15 miles to Crown Point, is generally in the night. At present the most usual arrangements of

the tourist are, after visiting Lake George and Ticonderoga, to return to the Springs, and from thence proceed by rail road to Syracuse or Auburn, and take a passage by canal or stage for Niagara.

EXCURSION TO THE WEST.

Travellers who design to visit Niagara and return without proceeding down Lake Ontario to Montreal, will find an excursion the most pleasant and diversified by taking the rail roads as far as they are perfected; and stages in going and canal boats in returning, on the intermediate parts of the route. The stage route affords a better prospect of the populous parts of the country; but is generally so far from the canal, that no opportunity is given of witnessing many of the thriving villages on its banks. It is therefore advisable so to arrange a tour that the most interesting parts of both routes may be seen in going and returning. To effect this, a rail road passage can be taken at Saratoga Springs for Auburn, 179 miles; from whence the stage route through Geneva, Canandaigua and Batavia to Buffalo, 128 miles from Auburn, will be continuous, unless Rochester shall be visited in the excursion—in which case, the Tonawanda rail road, from that place to Batavia, 32 miles distant, can be taken, and the stage route pursued to Buffalo, 40 miles farther. In returning the tourist can take the rail road from Buffalo via Niagara Falls to Lockport, 42 miles; a canal packet from thence, via Rochester and Palmyra, to Syracuse, 162 miles, and a rail road from thence to Saratoga Springs or Albany.

If the tourist designs to return by the way of Montreal, the following route to the Falls is recommended as the most interesting: Rail road from Saratoga Springs to Auburn, (as before,) 179 miles; stage, via Seneca Falls, Waterloo, Geneva and Canandaigua, to Rochester, 66 miles; rail road to Batavia, 32 miles; stage to Buffalo, 40 miles; rail road to the Falls, 22 miles; rail road to Lewiston, 7 miles; from whence (and at Queenston, on the opposite side of the Niagara river) the Lake Ontario steamboats leave for Montreal. Or, if he desires to visit the Falls and Buffalo merely, without regard to the intermediate cities and villages, the following is the most expeditious as well as the easiest and cheapest route: Rail road from Saratoga Springs to Syracuse, 153 miles; canal packet to Oswego, 38 miles; steamboat to Lewiston, 151 miles; rail road to the Falls, 7 miles; do. to Buffalo, 22 miles.

The last mentioned route, from Saratoga Springs or from Albany to the Falls, can be accomplished in two days. The other routes will require about three. That tourists, however, may be the better enabled to gratify their taste as to the mode of travelling, we subjoin a sketch of each.

FROM SARATOGA SPRINGS TO BUFFALO,

307 miles—[*Rail road and stage route.*]

	Miles.	
By rail road.		
Ballston Spa,.....	7	
Schenectady,.....	15	22
Amsterdam,.....	16	38
Fonda,.....	10	48
Palatine Bridge,..	11	59
Fort Plain,.....	3	62
St. Johnsville,....	7	69
Little Falls,.....	10	79
Herkimer,.....	7	86
Utica,.....	14	100
Whitesboro',.....	4	104
Oriskany,.....	3	107
Rome,.....	8	115
Syracuse,.....	38	153
Auburn,.....	26	179
By stage.		
Cayuga,.....	8	187
Seneca Falls,.....	4	191
Waterloo,.....	4	195
Geneva,.....	7	202
Canandaigua,.....	16	218
East Bloomfield,..	9	227
West Bloomfield,..	5	232
Lima,.....	4	236
East Avon,.....	5	241
Avon Post Office,.	2	243
Caledonia,.....	8	251
Leroy,.....	6	257
Batavia,.....	10	267
Pembroke,.....	14	281
Clarence,.....	8	289
Williamsville,.....	8	297
Buffalo,.....	10	307

A passage by rail road between Saratoga Springs and Auburn can be effected twice a day; though the morning train is decidedly preferable, as it is mostly by daylight. The time in passing over the respective roads is from 12 to 14 hours—fare $7,50.

The Saratoga and Schenectady rail road was noticed at p. 121.

The UTICA AND SCHENECTADY RAIL ROAD commences in State street in Schenectady, and crossing the Mohawk river on a permanent bridge 800 feet long, continues in a northerly direction in conjunction with the Saratoga road for about a mile, when it curves to the west and pursues

the direction of the Mohawk valley, which it reaches in about 8 miles. From thence it continues along the northern bank, and generally in view of the river, till within 3 or 4 miles of Utica, when it re-crosses the river, and the southern bank is pursued to Utica. The country is remarkably level, and generally favorable for a rail road—the acclivities, with a solitary exception, not exceeding 15 or 16 feet per mile. At Tripe Hill, about 20 miles from Schenectady, there is an excavation of some magnitude through solid rock; after passing which, the valley spreads out and affords a route of several miles through some of the finest meadows in the state. At the Nose, 12 miles farther, the passage becomes contracted by bold and lofty mountains, affording, for some distance, a scanty width for the rail road, turnpike, river and canal, the latter of which is on the southern side of the Mohawk. After passing Palatine, Canajoharie and Fort Plain, embraced within a distance of 12 or 14 miles, the valley again widens, affording a charming view of hill and dale, until reaching the mountain scenery near Little Falls. This is by far the most interesting part of the route. Within two miles of the village, the passage of the river is confined within very narrow limits between two lofty and precipitous mountains. To find room for the canal, it became necessary to excavate and remove immense masses of rock, and even to form an aqueduct for a portion of it in the river. Similar labor was requisite on the opposite side, in finding a passage for the rail road. For a considerable distance, the carriages run very near a rocky barrier of great height, not dissimilar in appearance to the Palisadoes between the Highlands and

New-York. Passing this, the carriages soon cross what is called "the Gulf," succeeding which, are alternate rocky excavations and embankments of great magnitude, until the road passes beyond the precincts of the village. Seven miles farther, after crossing the West Canada creek, the road enters upon what are called the German Flats, which for richness and beauty are not surpassed by any lands on the continent. Beyond these, the country is less interesting until reaching within 3 or 4 miles of Utica; when the finely cultivated farms indicate their contiguity to a populous and flourishing town. The approach to Utica is peculiarly fine,—a full view of the city being had for some distance previous to entering it, together with the depot of the company, and its buildings, which are spacious and handsome. The whole route, indeed, possesses much interest, exhibiting a scenery unusually rich and diversified. The cost of the road, including fixtures, engines, &c. was $1,900,000.

SCHENECTADY. (See p. 120.)

AMSTERDAM, 16 miles west of Schenectady, is the first village of any magnitude that is reached on the route. It is located on the north side of the Mohawk river, over which there is a substantial bridge. The village contains about 150 houses, and has become a place of considerable importance from its proximity to the river and the Erie canal, but more especially so from the creek which passes through the village, and which, within half a mile, falls over a number of beautiful cascades, affording admirable facilities for manufacturing operations.

About one mile from Amsterdam, on the south side of the rail road, is a stone building, erected by Col. Guy Johnson, son-in-law of Sir William Johnson, which was occupied by the former previous to the revolution; and a mile farther, on the opposite side of the road, is a stone building which was occupied by Sir John, the son of Sir William. Three miles farther, the road passes around the base of Tripe Hill, affording a fine prospect of the country on the opposite side of the river, embracing the broad and beautiful valley of the Mohawk, the outlet of the Schoharie creek, the dam and bridge across the same, and the Erie canal; thence to Caughnawaga, an old and unimportant village, is four and a half miles, and to the village of

FONDA, the capital of Montgomery county, half a mile farther. It contains a handsome court house, a first rate public house and several other buildings.*

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* JOHNSTOWN, celebrated as the former residence of Sir William Johnson, is four miles north of this place, and is the capital of Fulton county. The court house and jail were built by Sir William. The Episcopal church, also built by him, and beneath which his remains were interred, was accidentally destroyed by fire in the autumn of 1836. The house, or what is called the "Hall," formerly occupied by him, is about a mile from the village. Attached to it is a building which was used by him as a fort; into which he had occasion, at times, to retreat from the assaults of the Indians. The marks of tomahawks are still visible on the stair-case in the main building.

The battle of Johnstown, October, 1781, in which the British and Indians were defeated, was fought on the "Hall" farm. The American troops, consisting of between 4 and 500, were commanded by Col. Willet,

The NOSE, a rocky point originally jutting into the river, and which was *deformed* to make room for the rail road, is six miles farther; from whence to

PALATINE BRIDGE is 5 miles. A bridge here crosses the Mohawk river to the village of CANAJOHARIE, from whence a rail road to Catskill, noticed at page 111, has been commenced.

FORT PLAIN, a flourishing little village, is 3 miles west of Palatine Bridge, on the opposite side of the river. A fort, from which the place derives its name, was constructed here during the revolutionary war; though but little of its remains are now to be seen. The place was originally settled by Germans, who suffered severely from the early Indian wars of this country. During the revolution, those who had taken refuge in the fort, were surprised by Capt. Butler, on his return from burning Cherry Valley, and became a prey to similar atrocities.

The EAST CANADA CREEK is passed by a substantial bridge, in going 4 miles farther;* from which to

LITTLE FALLS is 6 miles. This place takes its name from a cataract in the vicinity, which, in size, is much in-

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who died a few years since at New-York. After the defeat, the enemy were pursued by him to the Canada creek, where several were killed, including Maj. Butler. Out of 607 of the hostile force sent on this expedition, but 220 returned to Canada.

* About 3 miles west of the East Canada creek, on the south side of the Mohawk river and canal, a brick house is seen, standing on elevated ground, which was the former residence of Gen. Herkimer. He received a wound in a skirmish in 1777, (See p. 175) of which he died at his residence. His remains repose in an adjoining field.

ferior to the celebrated Cohoes, (noticed at p. 131,) and has, therefore, been denominated the Little Falls of the Mohawk. A continuation of the chain of the Catskbergs crosses the river at this place, and forms a rough bed for the waters of the cataract, which pour over the rocky fragments in the wildest confusion. Approaching from the east, a loftly ridge of mountains, frowning in grandeur on either side, conceals the course of the river and the falls, whose vicinity is announced only by the distant din and foam of its waters. For a considerable distance, a narrow pass only is allowed for the road, river, and canal, with immense natural battlements of rock on either side, affording a sublime and interesting spectacle. About half a mile from the village the rail road curves to the left, presenting a view of the falls tumbling with irresistible violence over a gradual rocky descent of about eighty rods. At the termination of the ascent is situated the village, containing about 200 houses and 1800 inhabitants. A cluster of buildings, rising between the rushing waters of the Mohawk on the one hand, and the rugged cliffs and eminences on the other; the smooth current of the stream above gently gliding to the tumultuous scene below and beyond the distant vale of the Mohawk, diversified with fields, orchards, meadows, and farm houses, all contribute to set off the romantic appearance for which this place is so justly celebrated. This village derives most of its importance from the facilities for trade and commerce afforded by means of the Mohawk river and the Erie canal. Boats were formerly transported around the falls through a canal on the north side of the river. This old canal is now connected with the Erie canal on

the south side of the river by means of an aqueduct 184 feet long. The descent of the Erie canal here, in the distance of one mile, is 40 feet, which is passed by five locks.

The *Aqueduct* across the river is one of the finest specimens of masonry on the whole line of the canal, though less stupendous than the locks at Lockport, and, in extent, falling considerably short of the aqueduct at Rochester. The river is passed on three beautiful arches of from 40 to 50 feet in height, with flagging on either side of the canal, and a strong iron railing.

The Erie canal, which is on the south side of the river, winds its way for some distance along the side of a bold and lofty mountain, the channel resting on a wall nearly 30 feet high, constructed from the bed of the river at great expense. The view afforded of mountain scenery on either side, with a bare passage for the dashing waters of the Mohawk between, is highly interesting and sublime. Whichever way the eye is turned, it rests on huge masses of granite and limestone, piled in heaps. These rocks in some places rise to a great height, almost perpendicular, presenting a bleak dark surface, unbleached by the thousand storms which have beat upon them; others present a rugged and uneven face, crowned and overhung by dark evergreens, dipping their verdure into the foaming torrent below; the fissures between others of these huge piles produce hickory, maple and other trees, which hang from them, and with their sombre shadow deepen the gloomy darkness of the rocks from which they spring; whilst the scanty soil upon others gives life and penurious nourishment to dwarf oaks and vegetation peculiar to similar in-

hospitable regions. In this scene, where the rude but magnificent works of nature are so profusely displayed, the imagination is overpowered, in their sublimity, and the proudest works of man, and man himself, lose their importance.

The road, after leaving Little Falls, follows the bank of the river, in full view of the rich alluvial vale called the Herkimer and German Flats. This region, now glowing in all the beauty of successful cultivation, was once the theatre of the most sanguinary warfare. During the French and revolutionary wars, it was the scene of many barbarous incursions of the whites as well as savages. It was invaded by the French after the capture of Fort Oswego in 1756, and in 1757 the settlements were desolated by fire and sword. In the centre of these flats is situated the village of

HERKIMER, 7 miles from Little Falls. West Canada creek, on which are the celebrated Trenton Falls, noticed in subsequent pages, enters the Mohawk river about half a mile east of the village, and is passed near its mouth by a well constructed bridge. The village is principally built on two parallel streets. It contains a handsome court house and jail, about 130 dwelling houses, and 1000 inhabitants. Between Herkimer and Utica, on the south side of the river, is the village of FRANKFORT, about 5 miles from the former and 9 from the latter place. The country after leaving Herkimer is quite level, and remarkably fertile, though not in a high state of cultivation.

UTICA.

This flourishing place is on the south bank of the Mohawk river, and occupies the site of old Fort Schuyler, where a garrison was kept previous to the revolution. A few Germans were settled here before that period; but a part were captured by the Indians and the remnant sought a place of more security. The first permanent settler established himself about 4 miles west of Fort Schuyler in 1784. Five years afterwards a few families established themselves on the site of the present town. In 1798, a village charter was granted, and in 1832, the place was incorporated into a city, and contains at the present time about 10,000 inhabitants. It is regularly laid out, the streets of good width, and mostly paved. Genesee street, in particular, is peculiarly pleasant, and for the most part adorned with elegant stores and dwellings.

There are numerous literary, benevolent and religious institutions in this place; among which are 16 churches, a lyceum, an academy, a high school, Female Institute, museum, and an institution called the Young Men's Association, in which there is a library and reading room, which are gratuitously opened for the use of strangers. There are also 3 banks, an insurance company, and from 6 to 8 newspaper establishments.

The principal Hotels, which are in Genesee street, are Bagg's, near the termination of the rail road; the National Hotel, and the Canal Coffee House, near the canal; and the City Hotel and Franklin House, farther south.

The lands adjoining Utica are richly cultivated, presenting a succession of beautiful farms and country seats. There are also various objects of attraction in the vicinity, a visit to which may be ranked among the pleasures of an excursion to the west. Of these are Trenton Falls, at the north; the York Mills, and Clinton Village containing Hamilton College, all within a few miles in a westerly direction.

TRENTON FALLS are 15 miles from the city, and a visit thither generally occupies a day. They are on the West Canada creek, about 22 miles from its confluence with the Mohawk river at Herkimer.

The creek, in its way from the summit of the highlands of Black river to its lower valley, crosses a ridge of limestone 4 or 5 miles in breadth, stretching through the country from the Mohawk to the St. Lawrence. Its course over this ridge by its tortous bed is 6 or 7 miles, 2 1-2 of which are above the falls. The waters, soon after reaching the limestone, move with accelerated strides over the naked rocks to the head of the upper fall, where they are precipitated 18 or 20 feet down an abrupt ledge into a spacious basin. The whole descent to the head of this fall in the last two miles is computed at 60 feet. Here a deep and winding ravine begins, which extends down the stream more than 2 miles. Its average depth is estimated at 100 feet, and its average breadth at the top 200. The sides and bottom consist of limestone disposed in horizontal layers, which abound with organic remains. The sides are shelving, perpendicular and overhanging; and some of the trees that have taken root in the fissures of the rocks are pendant over the abyss, where they form

the most fanciful appearances imaginable. The country adjoining is mostly covered with forest trees, so that no appearance of the ravine is visible until its verge is reached. Of the six falls, that above the high bridge on the Black river road is called the Upper; the second, a mile below, the Cascades; the third, a little lower down, the Mill-dam; the fourth, 40 rods farther, the High Falls; the fifth, about 70 rods farther, Sherman's; and the sixth, at the termination of the ravine, Conrad's. All these are formed by solid reefs of rocks which cross the bed of the stream.

The water at the Upper Fall descends 18 or 20 feet perpendicularly. Below, there is a spacious basin, out of which the stream issues in a diminished bed into the ravine, the entrance of which is between lofty barriers of rocks. This fall, when viewed from the bridge, or from the high ground west of the creek, has a fine appearance.

At the Cascades, consisting of 2 pitches, with intervening rapids, the water falls 18 feet. The bed of the stream is here contracted, and the sides serrated, the banks of the ravine rising with abruptness almost directly in the rear.

The Mill-dam Fall, which is the second within the ravine, has an abrupt descent of 14 feet, the stream being about 60 yards broad at the break.

Of the High Falls, which are 3 in number, the first has a perpendicular descent of 48 feet; in floods the water covers the whole break and descends in one sheet; but at other times, mostly in two grooves at the west side of the fall. The second has a descent of about 11 feet; the third 37 feet; and the three, including the slopes and

pitches, 109 feet. In freshets and floods, the entire bed at the High Falls is covered with water of a milk white color, and the spray which at such times ascends in pillars towards the sky, when acted upon by the rays of the sun, exhibit the rainbow in all its brilliant colors.

Sherman's Fall descends about 33 feet when the stream is low, and 37 when high. In droughts, the water pitches down at the west side.

The last fall, which is at Conrad's mills, at the foot of the ravine, is 6 feet.

Besides the falls, there are several raceways or chutes, from 10 to 20 rods long, through which the waters pass with great rapidity. The whole depression of the stream from the top of the Upper Fall above the high bridge to the foot of Conrad's, is 312 feet; and if we add the descent above the Upper Fall, which is computed to be 60 feet, and that below Conrad's fall in half a mile, which is estimated at 15 feet, we shall find that the entire depression in less than 5 miles, is 387 feet.

The falls, raceways and rapids, and indeed the whole bed within the ravine, exhibit very different appearances at different times. These are occasioned by the elevations and depressions of the stream. In floods, the whole is one tremendous rapid, with four cataracts and several chutes.

The best time to visit these falls is when the stream is low, because then there is no inconvenience or difficulty in ascending the ravine from the foot of Sherman's stairway to the head of the upper raceway. The lofty rocky barriers, which constitute the sides of this ravine, advance to the water's edge in many places, and could not be

passed in safety until some of the projections were blasted away and chains erected. Since then, persons may go up the upper raceway without hazard.

A fine hotel is kept near the falls, from whence a pathway leads to the stairway, which descends to the bottom of the ravine, and another leads up to the High Falls. The former is usually preferred. On reaching the strand, at the foot of the stairway, you proceed up the stream at first upon the strand, and then by a narrow winding foot path to Sherman's fall. From thence you advance to the High Falls, a part of the way being overhung by large jutting rocks which menace you with destruction. From the head of the High Falls to the upper end of the raceway above the Cascades, the way is easy when the stream is low, but from thence upwardly it is more difficult and dangerous.

Organic remains are found enveloped in the rocks along the bottom and lower parts of the ravine, and are easily divisible. They lie flat in or between the laminæ, their contours and component parts usually being little distorted from their original shape and dimensions. Sometimes there is a defect occasioned in the transition from the animal to the stony or fossil state; but, in most instances, all the parts are so completely defined, that not only the order but the genera and species may be recognized. Their exteriors are commonly glossy, often very smooth, and ordinarily of a dark color, being transformed into stone, and constituting integral parts of the rocks which envelope them. From a careful examination of certain of these remains, and their positions, we are led to believe that their prototypes lived and died on the

spot, and that the rocks in which they are entombed are of posterior formation.

Ladies visiting the Falls, should be furnished with calfskin shoes or bootees. They not only owe it to their health to be thus provided, but the best pair of cloth shoes will be ruined by a single excursion over these rocks.

Returning to Utica, the traveller, in pursuing a journey to the west, takes the

UTICA AND SYRACUSE RAIL ROAD, which is located in the vicinity of the canal, and for a great part of the route over a low, marshy, unsettled and uninteresting country. The road is 53 miles long, and for a considerable distance the rails rest on piles—the only means of obtaining a foundation. Near its western extremity is a deep excavation, rendered necessary in obtaining a passage beneath the canal.

WHITESBOROUGH, 4 miles west of Utica, is a handsome village, located on a rich and fertile plain. The principal street, containing several handsome dwellings, with large court-yards and gardens, is a short distance from, and runs parallel with the rail road. It may be considered, indeed, as better adapted for a country residence than a place of business.

ORISKANY, 3 miles from Whitesborough, is a flourishing village of about 100 houses. It is situated on the Oriskany creek, which enters the canal as a feeder. The Oriskany Manufacturing Company have a woollen factory here, which is the most extensive of the kind in the state.

ROME, 8 miles farther. This is a half shire town of the county of Oneida, and is situated on the north side of the

old canal connecting Wood creek with the Mohawk river, and about half a mile north of the Erie canal.* It contains a bank, court house, jail, and about 300 dwelling-houses, principally located on one street, running east and west. The ruins of *Fort Stanwix*, near the village between Wood creek and the Mohawk, are still visible. This fort was erected in 1758 by the British, and was afterwards rebuilt by the Americans during the revolution. 15 or 1800 men, including Indians, were sent from Montreal by Burgoyne, in 1777, to besiege the fort. They were commanded by the Baron St. Leger. Gen. Herkimer, commandant (see p. 165,) of the militia of Tryon county, (embracing the present counties of Montgomery, Fulton and Herkimer,) was sent against them with about 800 men. On meeting the detachment of Leger's forces, the militia mostly fled on the first fire. A few, however, remained and fought by the side of Gen. H., who was mortally wounded in the road between Whitestown and Rome. The Americans lost 160 killed and 240 wounded. The fort, which was commanded by Col. Gansevoort, was afterwards assaulted by Leger's army; but they were driven off by a sortie, directed by Col. Willet, and their camp plundered. Subsequently the fort was summoned to surrender; but through a stratagem of Gen. Arnold, who sent two emissaries from the camp at Saratoga, to inform Leger of the approach of a powerful American army for the relief of the besieged, he ordered a precipitate retreat to the Oneida lake, leaving all his baggage behind.

* In the improvement of the canal, it is to pass through the village.

An arsenal belonging to the United States is situate half a mile west of the village.

SYRACUSE, the capital of Onondaga county, 38 miles from Rome, is built on both sides of the Erie canal, and contains about 800 dwellings and stores, several handsome churches, 2 banks, a court house and jail. The village, which exhibits much enterprise, owes its importance principally to the salt produced in its neighborhood, the whole adjacent country being impregnated with it, and springs from which immense quantities are manufactured rising in various directions. A little west of Syracuse, a plain of 400 acres is nearly covered with vats for the manufacture of salt by solar evaporation. The water is brought in logs from the great spring at Salina, one mile distant, which supplies, with very little attention, the various ranges of vats. A light roof is constructed to each vat, which can be shoved off or on at pleasure, to permit the rays of the sun to act upon the water, or to prevent the dampness of the atmosphere from commingling therewith. The salt is taken out of these vats twice or three times during the warm season, and removed to store houses; thence it is conveyed in barrels to the canal for transportation.

The Onondaga creek, affording valuable water power, runs through the village, over which the canal is carried in a stone aqueduct of 4 arches.

SALINA is a mile and a half north of Syracuse, and though not on the usually travelled route to the west, should be visited for the purpose of examining the principal spring, and the various salt establishments connected therewith.

The spring at Salina was first discovered by the Indians many years since, by being the resort of deer and other animals. The first white settlers were in the habit of boiling the water in small vessels for domestic purposes. Since then the spring has been excavated to a very considerable depth, and affords the strongest saline water yet discovered in the world, 40 gallons yielding about a bushel of pure salt. The water is forced up to the top of an adjoining hill by a powerful hydraulian, driven by the surplus waters of the Oswego canal, which passes through this place. The salt water is in this way conveyed 85 feet above the canal to a large reservoir, into which it is discharged at the rate of 300 gallons per minute. It is hence carried to the different factories in Salina and Syracuse. Of these there are within a circuit of seven miles, 175. The works and springs all belong to the state, to which imposts are payable, for the extinguishment of the canal debt. The water is conveyed from the reservoir to the different manufactories and evaporating fields, by means of wooden pipes. The salt is manufactured generally by boiling and evaporation. There are, however, two establishments in which it is made in large wooden vats, by means of hot air passing through them in large metallic pipes. The springs are considered inexhaustible; and the amount of salt manufactured at Salina, Liverpool, Syracuse and Geddes, is between two and three millions of bushels per annum.

Salina is a flourishing village, but of less magnitude than Syracuse; though, from the rapidly increasing growth of both, it is not improbable that they will in time become a continuous town. A fine view of the

Onondaga Lake, about a mile distant, is had from the place. It is six miles long and two broad. At its north-western extremity is seen the pleasant village of Liverpool, at which the manufacture of salt is also carried on to considerable extent.

The OSWEGO CANAL, from Syracuse to Lake Ontario at Oswego, is 38 miles long, including 20 miles of the Oswego river, on which are several locks and dams.

[This is embraced in the "*Rail road, canal and steamboat route to Buffalo*," referred to at p. 160, and more particularly described under its appropriate head in a subsequent part of this work.]

Pursuing a journey still farther west, the AUBURN AND SYRACUSE RAIL ROAD is taken at the latter village. It commences at the depot of the Utica and Syracuse road, and passes through the village of Geddes, 2 miles distant, from which place to its termination at Auburn, 26 miles farther, the excavations and embankments are unusually heavy. At a point, ten or twelve miles from Syracuse, the route for three or four miles is around the side of a mountain of gypsum, from 50 to 60 feet above its base.

AUBURN is situated on the Owasco creek, two miles below its outlet from the lake of the same name. The village, which is among the most flourishing in the state, owes much of its importance to the numerous mills and manufactories for which its location is extremely eligible. It contains about 850 houses and 6000 inhabitants. Among other public buildings there are 7 churches, an academy, museum, 2 banks, a court house and gaol, and a prison erected for convicts at the expense of the

state. There has also been established a theological seminary, which is patronized exclusively by the Presbyterian denomination, and is at present the only one of the kind in the state. Many circumstances combine to render this place an agreeable residence to the man of taste or business. The village is handsomely built, and possesses much wealth and enterprize. It is situated 7 miles from WEED'S PORT, on the canal, to which place stages run daily, for the accommodation of passengers wishing to take packet boats for the west.

PRINCIPAL HOTELS.—The Auburn House and Merchants' Exchange, the American Hotel, and the Western Exchange.

The STATE PRISON, at Auburn, is considered one of the best in the Union. It was commenced in 1816, and is constructed upon the plan of a hollow square, enclosed by a wall 2000 feet in extent, being 500 feet on each side. The front of the prison, including the keeper's dwelling, is about 300 feet, and the two wings extending west, are 240 feet each. The north wing contains solitary cells and a hospital, and the south wing is divided principally into cells. Between these is a grass plot with gravel walks; to the west of which is the interior yard, surrounded with workshops, forming a continued range of 900 feet, protected by a massive stone wall. The prison being erected on the bank of the Owasco, water power is applied in many cases, to great advantage, in propelling machinery.

The most interesting period for witnessing the prisoners is early in the morning, from the time they are brought forth to labor till after breakfast. The spectator will then

have an opportunity of seeing some of the prominent features of the order, regularity and system with which every thing is conducted. He will admire the precision with which the rules are executed, without the least confusion, noise, or even command. The convicts silently marching to and from their rest, meals and labor, at precise times, moving in separate corps, in single file, with a slow lock step, erect posture, keeping exact time, with their faces inclined towards their keepers, (that they may detect conversation, of which none is ever permitted,) all give to the spectator somewhat similar feelings to those excited by a military funeral; and to the convicts, impressions not entirely dissimilar to those of culprits when marching to the gallows. The same silence, solemnity and order, in a good degree, pervades every business and department.

In addition to divine service in the chapel of the prison every Sabbath, a Sunday school has been established, superintended by the students of the theological seminary, which has been attended with very beneficial effects.

So admirable has been the discipline of this prison, that a large proportion of the convicts discharged have become honest, industrious men, and none are known to have become corrupted or made worse.

The AUBURN AND ROCHESTER RAIL ROAD, which is in progress, is to commence at the terminating point of the Auburn and Syracuse road, and pass through the villages of Geneva and Canandaigua to Rochester, a distance of 80 miles. Until it is completed, however, the route will be by stage as heretofore.

CAYUGA, 7 miles west of Auburn, is a small village; but affords a beautiful prospect of the Cayuga lake, and the bridge extending across, which is one mile and eight rods long, and situate within 2 miles of the outlet. This lake is 38 miles in length, and is generally from 1 to 2 miles in breadth. The water is shallow, but of sufficient depth for a good sized steamboat, which plies daily between the bridge and Ithaca, a beautiful and thriving village, at the head of the lake, 36 miles distant. Travellers designing to take an excursion on this lake to Ithaca, should pay for stage fare no farther than the Cayuga Bridge. From this point they can take the steamboat at 1 o'clock P. M. which reaches Ithaca in between three and four hours; where the best of accommodations will be found at one of the largest public houses in the state. Passing the night at Ithaca, the daily stage can be taken the next morning, after breakfast, for Bath, at the head of the Seneca lake, distant about 22 miles, reaching the latter place in time for the steamboat which leaves at noon for Geneva, noticed in a subsequent page; and thus the tour of both lakes be performed, and a full view of their rich scenery had in the short space of thirty hours.

SENECA FALLS, four miles west of Cayuga, is a flourishing village, located on the banks of the Seneca river, which here falls 46 feet, affording important manufacturing facilities. The village has attained a very rapid growth within a few years. It contained in 1836, 450 dwelling houses, 5 churches, a number of flouring mills, and about 4000 inhabitants. In addition to its manufacturing privileges, a canal extends to the Erie canal at Lakeport, 20 miles distant, which, connected with the

river at the village, affords an uninterrupted water communication from Geneva to the western lakes and the ocean. Four miles farther, is the handsome village of

WATERLOO, a half shire town in Seneca county. It contains about 300 houses, a court house and jail. The village is principally situate on the northern bank of the Seneca outlet, which here propels several mills. The commencement of this village was in 1816; since which it has become a place of very considerable importance; though it is probably destined to yield in magnitude and business to its rival village at Seneca Falls. From Waterloo to

GENEVA, 7 miles distant, the route is delightful, embracing (a part of the way) a charming ride around the north end of the Seneca lake, which is here about two miles wide. The village is one of the most elegant in the state; and, with its beautiful scenery, cannot fail of calling forth the admiration of every visitant. It is located on the western margin of the lake, the bank of which being lofty, affords an enchanting view of one of the purest sheets of water in America. The number of private and public buildings in the place is about 600, many of which are very handsome, and the population about 4000. Among the public buildings are a college, an academy, 8 churches and a bank. The college is located on an eminence south of the village, on the margin of the lake, in the vicinity of several country seats, enjoying an unusual richness of prospect, with an almost constant breeze from the water. The lake is about 35 miles long, and from 3 to 4 miles wide. It abounds with salmon, trout and other fish, and is never closed with ice. A steamboat

runs daily from Geneva to Jeffersonville, at the head of the lake, leaving the former place at 7 A. M., and returning at evening.* The Erie canal passes about 12

* A passage on the lake is peculiarly delightful and interesting. Leaving Geneva with its neat stores, and elegant dwellings, its luxuriant hanging gardens, and the glittering spires of its churches and college, the eye takes in a southern water view not surpassed in any part of this world of inland seas. The first village of any note on the eastern shore is Ovid, 18 miles from Geneva. The lofty eminence on which it stands, and the rich and highly cultivated farms in its vicinity, render it a most conspicuous and interesting object. Directly opposite to Ovid is Dresden, one of the most thriving villages in Yates county. It is situated on the outlet of Crooked Lake, and extends nearly a mile back of the shore. Immediately south of Dresden, is the farm of the late celebrated Jemima Wilkinson, an enthusiast, who pretended that she was the Saviour of mankind. Until her death, which took place some years since, she had several followers; and this farm, which is very beautiful, has passed by will into the hands of one of them. Four miles south of Dresden is Long Point, remarkable for a tree at its extremity, which, by a little aid from the imagination, puts on the semblance of an Elephant. Six miles south of Long Point is Rapelyea's ferry, near which is still standing the frame which Jemima constructed to try the faith of her followers. Having approached within a few hundred yards of the lake shore, she alighted from an elegant carriage, and the road being strewed by her followers with white handkerchiefs, she walked to the platform, and having announced her intention of walking across the lake on the water, she stepped ankle deep into the clear element, when suddenly pausing, she addressed the multitude, inquiring whether or not they had faith that she could pass over: for if otherwise, she could not; and on receiving an affirmative answer, returned to her carriage, declaring that as they believed in her power, it was unnecessary to display it. Six miles and a half south of

miles to the north of Geneva; with which there is a water communication, by means of the outlet of the Seneca lake and a lateral canal.

CANANDAIGUA, 15 miles from Geneva. This village is situated near the outlet of the lake from which it takes its name, on a gentle ascent commanding a fine view of the lake at the distance of half a mile. The principal street extends 2 miles in length, and is handsomely decorated with trees, through which appear the delicately painted dwellings and court yards. In an open square, in the centre of the village, is the court house, prison and clerk's office of the county, the town house and Eagle Hotel. There are also four churches, a superior male academy and female seminary, a bank, and about 500 dwellings. In the vicinity are a number of delightfu villas, surrounded with gardens and orchards, which, with the view of the lake stretching far to the south, form a rich and varied scenery seldom equalled in other

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Rapelyea's ferry, is Starkie's Point, where the shore is so bold that the steamboat passes within 10 feet of the extremity of the Point. Four miles further on the west shore is the Big Stream Point, at which there is a mill seat with a fall of 136 feet. The land puts on a wilder aspect as the tourist approaches the head of the lake, and the eminences are more bectling and precipitous. The eastern shore also partakes more of the mountainous character, though cultivated far up the summit lands, and is here and there marked by ravines, through one of which "Hector Falls" tumble from a height of one hundred and fifty feet, and carry several valuable mills. These falls are distant three miles from the village of Jeffersonville, at the head of the lake.

places. The principal public houses in the village are Blossom's Hotel and Pitt's Eagle Tavern.

From Canandaigua, stages can be taken for Rochester, (see "Rail Road and Canal Route,") 28 miles distant, in a northwesterly direction, and the route continued thence by stage over the "Ridge Road," to the Falls, or by canal to Lockport, and by rail road thence to the Falls; or the rail road from Rochester to Batavia, 32 miles long, can be taken, and stages from the latter place to Buffalo: but if a visit to Montreal, by the way of Lake Ontario, is not contemplated, it is generally deemed a better course to proceed directly to Buffalo and the Falls, and return by the way of Rochester. In pursuing the usual route from Canandaigua to Buffalo,

EAST BLOOMFIELD is reached in travelling 9 miles, and WEST BLOOMFIELD in going 5 miles farther. They are considered among the richest agricultural townships in the state; presenting a succession of beautiful and highly cultivated farms. The fruit raised on these lands, particularly apples and peaches, is not excelled in any section of the country.

LIMA is 4 miles from West Bloomfield, and is a continuation of the same rich and fertile soil, divided into highly improved and productive farms.

EAST AVON is 5, and AVON POST OFFICE 7 miles from Lima. The Genesee river passes through the town of Avon, and is navigable for boats to the Erie canal at Rochester, 20 miles distant.

The AVON SPRING is becoming a place of considerable resort for invalids. Its waters, which are strongly im-

pregnated with sulphur and alum, are found beneficial in various diseases.

CALEDONIA, 8 miles from Avon Post Office, is more particularly celebrated as the location of a large *Spring*, than for any thing else. The stage usually stops at this village long enough to enable passengers to visit this natural curiosity, which is situate a few rods north of the principal street. Within a small area, sufficient water rises to propel a mill, (of which there are several on the stream below,) at all seasons of the year. The water is pure, and appears to rise from a rocky bottom. A stage runs daily from this place to Rochester, which is 20 miles distant—a part of the route being along the bank of the Genesee river.

Pursuing the direct route from Caledonia to Buffalo, the next place of importance is the pleasant and thriving village of

LEROY, which is is 6 miles west of Caledonia, and 17 miles south of the Erie canal. Allen's creek, which passes through the village, affords important mill privileges, and contributes much to the value and business of the place. The village contains 300 dwellings, 2 large flouring mills, and several manufactories. At this place the creek has a fall of 18 feet; a mile farther, one of 27 feet; and about a mile farther, one of 80 feet. Before reaching the latter, however, the stream is much diminished—suppyling, as is supposed, the Caledonia spring, already noticed. Numerous petrifactions have been found in the bed of the creek, about 200 yards north of the village bridge; among which are petrified turtles, weighing rom 10 to 300 pounds. They are composed principally

of dark colored bituminous limestone, which is easily split, and often discovers crystalline veins, together with yellow clay or ochre.

BATAVIA is 10 miles from Leroy. It is the capital of Genesee county; and assumes more the appearance of one of the early settled villages in New-England, than the more flourishing villages of the west. It is situated on the north side of the Tonawanda creek, on an extensive plain, and has several handsome private mansions. Besides the court house and jail, it contains a bank, the Holland Company's land office, and about 300 dwellings. The Tonawanda rail road, leading from Rochester, terminates at this place.

It was at this village that the celebrated *William Morgan* had his residence previous to his abduction, on the frivolous ground of having revealed the secrets of masonry. He was conveyed by a mob to Fort Niagara, at the mouth of the Niagara river, from whence no trace of him could afterwards be discovered.

After leaving Batavia for Buffalo, the country soon assumes a less populous appearance; and the travelling is rendered unpleasant from the extensive causeways which intervene, consisting of logs placed transversely in the road.

The intervening places between Batavia and Buffalo are Pembroke, 14 miles—Clarence, 8—Williamsville, 8—from which to Buffalo, is 10 miles. [For a description of the latter place, see "*Rail Road, Canal and Steamboat Route.*"]

ERIE CANAL.

A brief description of this work, before entering upon the route which embraces a portion of it, will probably prove acceptable to the tourist.

Commencing at Albany, on the Hudson, the canal passes up the west bank of the river nearly to the mouth of the Mohawk; thence along the banks of the latter to Schenectady, crossing the river twice by aqueducts. From Schenectady it follows the south bank of the Mohawk until it reaches Rome. In some places it encroaches so near as to require embankments made up from the river to support it. An embankment of this description, at Amsterdam village, is 5 or 6 miles in extent. What is called the long level, being a distance of 69 1-2 miles without an intervening lock, commences in the town of Frankfort, about 8 miles east of Utica, and terminates three fourths of a mile east of Syracuse; thence the route proceeds 35 miles to Lake Port, situated on the east border of the Cayuga marshes, 3 miles in extent, over which to the great embankment, 72 feet in height, and near 2 miles in length, is a distance of 52 miles; thence 8 1-2 miles to the commencement of the Genesee level, extending westward to Lockport, nearly parallel with the ridge road, 65 miles. Seven miles from thence to Pendleton village the canal enters Tonawanda creek, which it follows 12 miles, and thence following the east side of the Niagara river, communicates with Lake Erie at Buffalo. The whole line of the canal from Albany to Buffalo is 363 miles in length. It is 40 feet wide at the top, 28

at the bottom, and 4 feet deep.* The whole rise and fall of lockage is 688 feet, and the height of Lake Erie above the Hudson 568 feet. The principal aqueducts are, one crossing the Genesee river at Rochester, 804 feet long; one crossing the Mohawk at Little Falls, supported by 3 arches, the centre of 70 feet, and those on each side of 50 feet chord; and two crossing the Mohawk river near Alexander's bridge, one of which is 748 feet and the other 1188 feet in length. To the main canal are a number of side cuts or lateral canals: one opposite Troy, connecting with the Hudson; one at Utica to Binghampton (the Chenango canal) 97 miles long; one at Syracuse, a mile and a half long, to Salina; one from Syracuse to Oswego, 38 miles long; one at Orville; one at Chitteningo; one at Lake Port, extending to the Cayuga lake, 5 miles, and thence to the Seneca lake at Geneva, a distance of 15 miles; and one at Rochester, 2 miles long, which serves the double purpose of a navigable feeder and a mean of communication for boats between the canal and the Genesee river. The Chemung canal, extending from the head waters of the Seneca lake to the Chemung river, 18 miles distant, with a navigable feeder of 13 miles, from Painted Post on the Chemung river to the summit level of the canal; and the Crooked lake canal, 7 miles

* By recent acts of the legislature, the canal commissioners have been authorized to increase the dimensions of the canal to a width of 60 or 70 feet, and to a depth of 6 feet; and to double the locks; the cost of which will not be less than 12 or $15,000,000. A portion of the work is already commenced, especially on the eastern division, together with a new aqueduct over the Genesee river at Rochester.

long, connecting the Seneca and Crooked lakes, have also been constructed—thus extending the navigation, comprehending the Seneca and Cayuga lakes, 146 miles.

FROM SARATOGA SPRINGS TO BUFFALO,

By rail road and canal, 357 miles—Fare $15.

	Miles.	
By rail road.		
From Saratoga Sp'gs to Syracuse, (see p. 161,)		153
By canal.		
Geddes,	2	155
Belisle,	4	159
Nine-mile creek,	1	160
Camillus,	1	161
Canton,	5	166
Peru,	2	168
Jordan,	4	172
Cold Spring,	1	173
Weedsport,	5	178
Centreport,	1	179
Port Byron,	2	181
Montezuma, Lakeport,	6	187
Lockpit,	6	193
Clyde,	5	198
Lock Berlin,	5	203
Lyons,	4	207
Lockville,	6	213
Newark,	1	214
Port Gibson,	3	217
Palmyra,	5	222
Macedonville,	4	226
Wayneport, (Barrager's Basin,)	3	229
Perrinton, (Lindel's Bridge,)	2	231
Perrinton Centre,	2	233
Fairport,	1	234
Fullam's basin,	1	235
Bushnel's basin,	3	238
Pittsford,	3	241
Billinghast's basin,	4	245
Lock No. 3,	2	247
Rochester,	4	251
Brockway's,	10	261
Spencer's basin,	2	263
Adam's basin,	3	266
Cooley's basin,	3	269
Brockport,	2	271
Holley,	5	276
Scio,	4	280
Albion,	6	286
Gaines' basin,	2	289
Eagle harbor,	1	289
Long bridge,	2	291
Knowlesville,	2	293
Road culvert,	1	294
Medina	3	297
Shelby basin,	3	300
Middleport,	3	303
Reynolds' basin,	3	306
Gasport,	2	308
Lockport,	7	315
By rail road.		
Niagara Falls,	20	335
Tonawanda creek,	10	345
Black Rock	9	354
Buffalo,	3	357

The route to Syracuse has been already described. (See pp. 161 to 178.)

GEDDES, 2 miles by canal from Syracuse, is becoming a place of some importance, in consequence of the salt springs in its vicinity. They are mostly within a few rods of the canal, as well as numerous establishments for the manufacture of salt. A short distance west of the village, a fine prospect is had of the Onondaga lake and the villages of Liverpool and Salina.

NINE MILE CREEK, 6 miles from Geddes. It is a stream of some magnitude, and is crossed by the canal, over two arches.

CAMILLUS, 1 mile.

CANTON, a small village, 5 miles.

PERU, 2 miles.

JORDAN, 4 miles. A short distance east of the village, the canal crosses the Jordan creek.

WEED'S PORT, 6 miles. A thriving village of about 120 houses. A stage can be taken here daily for Auburn, 7 miles south.

CENTRE POINT, 1 mile.

PORT BYRON, 2 miles. The canal here crosses the Owasco creek, a stream issuing from a lake of that name, two miles south of Auburn. The state prison is erected on the bank of this creek, the waters of which are used for propelling the machinery.

Five miles farther are the Montezuma salt works, north of the canal, with a lateral cut leading thereto; one mile from which is the small village of

LAKE PORT. The western section of the canal (contradistinguished from the middle and eastern sections) commences at this place. From Utica to Lake Port, the mean descent of the canal is 45 feet; and there are 9 locks, ascending and descending. From Lake Port to Lockport the ascent is 185 feet, and the number of intervening locks 21. The waters of the canal at the former place are remarkably pure and crystalline in their appearance, not unfrequently exhibiting large quantities of fish at their bottom.

One mile from Lake Port, the canal enters the Montezuma marshes, 3 miles in extent. They are formed by the outlets of the Cayuga and Seneca lakes, and exhibit a most dreary, desolate and stagnant appearance. The water is generally from 4 to 8 feet deep, and the bottom covered with long grass, the usual growth of swamps, extending frequently to the surface. A long bridge is used for a tow-path over a part of these marshes. Shortly after leaving them, the canal crosses and unites with the outlet of the Canandaigua lake, a sluggish stream, which, with the outlets of Cayuga and Seneca, soon form the Seneca river, which enters and constitutes a considerable part of the Oswego river.

CLYDE, 11 miles from Lake Port, is a flourishing village, containing glass works. From thence to LYONS, a handsome village, containing a court house, jail, bank, and about 250 dwellings, is 9 miles; and thence to LOCKVILLE 6 miles, to NEWARK 1 mile, and to PORT GIBSON, 3 miles.

PALMYRA, 8 miles farther, is a thriving village in Wayne county. It is built chiefly on a wide street, along the

south bank of the canal, and contains between 2 and 300 dwellings. Mud creek runs eastward about 40 rods north of the main street, and the canal passes between the creek and the street. There are several factories and mills on this creek. Palmyra and Port Gibson are landing places for goods designed for Canandaigua.

Fair Port, 11 miles.

Fullom's Basin, 12 miles. From this place to Rochester, by canal, is 16 miles; while the distance by land is but 7 1-2. Travellers, accordingly, who have seen the *Great Embankment* over the Irondequoit creek, frequently take a stage, to shorten the excursion; but those who have never passed over this artificial work, should continue on the canal route. The embankment is reached in about 4 miles from Fullom's Basin, and is continued for nearly two miles, at an average height of about 70 feet. The novelty of a passage at so great an elevation is much increased in the fine prospect afforded of the surrounding country. Two miles from the embankment is the handsome village of

Pittsford, containing about 100 houses and several stores; and 10 miles farther is the flourishing and important city of

ROCHESTER.*

It is situated on the east and west side of the Genesee river, which, at this place is 50 yards wide, and is crossed by two substantial bridges within the limits of the city. On the north side of the lower bridge, the local distinc-

* For a description of Rochester and the surrounding country, the editor is principally indebted to Lyman B. Langworthy, Esq. of that place.

tions of East and West Rochester have been in a measure annihilated, by the erection of the Market and Exchange buildings over the Genesee, making the twain a continued town. Within its limits are two of the six falls on the river; the upper a small fall of 12 feet at the foot of the rapids, and immediately above the canal aqueduct; and the other, the great fall of 97 feet, about 80 rods below. From a point of rock above the centre of these falls, at the foot of a small island, the celebrated *Sam Patch* made his last and fatal leap in the autumn of 1829.

From a complete wilderness, Rochester has been redeemed in the comparatively short period of about 28 years, the first settlement having been made in 1812. Its situation in the immediate vicinity of the canal, and only 7 miles from Lake Ontario, with a ship navigation within two miles of the town, and a rail road connected with the Erie canal at the east end of the aqueduct, enable its inhabitants to select a market either at New-York, Quebec, or on the borders of the great western lakes; and the many other natural advantages which it enjoys for trade and manufactures, destines it to become one of the most important places in the interior of the state. The population of Rochester in 1835, was 14,404; and its present population cannot be less than 18,000. The Erie canal strikes the river in the south part of the city, and after following the eastern bank for half a mile, crosses the river in the centre of the city, in an aqueduct 804 feet long, which cost $80,000.* The canal is supplied by a

* The new aqueduct, now constructing, is to be composed of limestone from the Onondaga quarries, to be much increased in its dimensions, and to cost about $500,000.

navigable feeder from the Genesee, which it enters within the limits of the city, and through which boats may enter and ascend the river from 70 to 90 miles.* The height of the canal at Rochester above the tide waters of the Hudson is 501 feet; above Lake Ontario, 270 feet; and below Lake Erie, 64 feet.

Among the public buildings in the city, are a court house, 15 churches, 3 markets, 4 banks, (one of which is very splendid) and a museum, together with two valuable institutions, the Franklin Institute and Atheneum. There are also several extensive cotton and woollen manufactories, together with various operations in iron and wood, suited to the wants of a great and growing country. The Globe Buildings, a majestic pile, rising from the water's edge, 5 stories, exclusive of attics, with between 130 and 140 apartments, suitable for workshops, and several stores, were destroyed by fire in the winter of 1834, and rebuilt the following year. The principal public houses are the Rochester House, Clinton House, Eagle Tavern, Mansion House, Arcade House, Monroe House, and City Hotel. There are also two daily and several weekly newspapers.

Within the limits of the city are more than 20 flouring mills, containing nearly 100 run of stones, capable of manufacturing more than 5000 barrels of flour, and consuming more than 20,000 bushels of wheat every 24

* The Genessee Valley canal, now constructing, is to extend from Rochester to Olean Point on the Alleghany river, about 100 miles in a southerly direction; a considerable proportion of which will consist of slack water in the Genesee river, by means of locks and dams.

hours. Some of the mills are on a scale of magnitude perhaps not equalled in the world. One of them contains more than four acres of flooring, and all are considered unrivalled in the perfection of their machinery. Indeed, so powerful and complete is the whole flouring apparatus, that there are several single run of stones which grind, and the machinery connected therewith, bolt and pack 100 barrels of flour per day.

The ARCADE is 100 feet in front, 135 feet in depth, and four stories high, exclusive of the attic and basement. It has 6 stores in front, with a large opening for a passage to the *Arcade*, where the post office, Atheneum, Arcade House, and a variety of offices are located. From the centre arises an observatory in the form of a Chinese Pagoda, which overlooks the surrounding country; and in clear weather the lake can be seen like a strip of blue cloud in the horizon.

The TONAWANDA RAIL ROAD, from Rochester to Batavia, in a southwesterly direction, has already been noticed at pages 159 and 187. It is over a remarkably level country, requiring but slight acclivities, and consists of a single track only, with occasional turn-outs. The time employed in going over the road, 32 miles in extent, is about two hours—fare $1,50.

STAGES leave Rochester daily for Niagara Falls, 81 miles distant, by way of Lewiston, passing over the ridge road;* and the rail road and stage line can be taken twice a day for Buffalo, by way of Batavia, 72 miles.

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* The ridge road commences two and a half miles from Rochester, over which and the rail roads, the fol-

PACKET BOATS also leave Rochester twice a day for Buffalo and Syracuse.

The Lake Ontario STEAM-BOATS touching at Carthage, two miles below Rochester, can also be taken daily for Lewiston and Queenston, on the Niagara river, and for Ogdensburgh and Prescott, on the St. Lawrence, as well as the intermediate ports on the lake.

Before leaving Rochester, (unless the ridge road or steamboat route should be taken,) the traveller will find it an object of interest to visit

CARTHAGE, 2 miles down the Genesee river. This village derived its consequence from a stupendous bridge, which, during its existence, formed the most eligible route to the western part of the state. The bridge was erected across the river just below the basin of the falls, which are 70 feet. It consisted of a single arch, whose chord measured 300 feet. The distance from the centre to the river was 250 feet. This stupendous fabric stood a short time after its construction, but at length fell under the pressure of its own weight. One of the abutments is still standing; and from its situation, visitants may judge of the former position of the bridge, and the almost impious presumption of man in attempting to overcome height, space, gravity, and the resistless fury of the elements. Vessels from the lake, 5 miles distant, ascend the river to these falls, where they are laden and unladen by

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lowing are the intervening distances between that place and Buffalo; *Rail road*—Carthage Falls 2 miles. *Ridge road*—Parma 9, Clarkson 7, Murray 7, Ridgeway 15, Hartland 10, Cambria 12, Lewiston 12. *Rail road*—Niagara Falls 7, Buffalo 22.

means of an inclined plane—the descending weight being made to raise a lighter one by its superior gravity.

A rail road from Rochester ends here, and is connected with the navigation of the Lake—the carriages both for passengers and for burthen passing up and down every half hour.

The great western level on the canal commences two miles east of Rochester; from which place to Lockport, a distance of 65 miles, there is no lock.

BROCKWAYS'S BASIN is 10 miles from Rochester; thence to SPENCER'S BASIN, a small village, is 2 miles. ADAM'S BASIN is 3 miles farther; thence to COOLEY'S BASIN is 3 miles, and to

BROCKPORT, 8 miles. This is a fine, thriving village, containing between 2 and 300 houses, and about 2500 inhabitants, 12 or 14 respectable stores, 3 churches, a seminary of learning, and all the other concomitants of a neat and industrious town. At this place are annually purchased from 4 to 500,000 bushels of wheat for the Rochester mills.

HOLLEY, a beautiful and thriving little village, 5 miles. A short distance east of the village is the *Holley Embankment* and culvert, over Sandy creek, elevating the canal 87 feet above the level of the creek.

SCIO, 4 miles.

ALBION, 10 miles; a pleasant and improving village, with a bank, court house, jail, 230 dwellings, and about 2000 inhabitants. It has some mill privileges, and is surrounded by a fine agricultural country. Eight miles farther, in the town of Ridgeway, a public road passes

under the canal, through a handsome arch; one mile from which is the village of

MEDINA, on the bank of Oak Orchard creek. It contains about 250 dwellings and 2000 inhabitants, who derive much advantage from the water privileges afforded by the creek, and from the rich and fertile country in the vicinity. The canal here crosses the creek over the largest arch on the whole route. There are circular steps leading to the bottom; whence is a foot path passing underneath and leading to the village. Passengers desirous of seeing this artificial work, should go ashore before reaching it, and gain time by a rapid walk. They can be received on board again at the village, where the boat stops to land and receive passengers.

MIDDLEPORT, 6 miles.

GASPORT, 5 miles. It derives its name from in inflammable spring, which rises in the canal basin at the village.

LOCKPORT, 7 miles. By far the most gigantic works on the whole line of the canal are at this place. After travelling between 60 and 70 miles on a perfect level, the traveller here strikes the foot of the "Mountain Ridge," which is surmounted by 5 magnificent locks of 12 feet each, connected with 5 more of equal dimensions for descending—so that while one boat is raised to an elevation of 60 feet, another is seen sinking into the broad basin below. The locks are of the finest workmanship, with stone steps in the centre and on either side, guarded with iron railings, for the safety and convenience of passengers. Added to this stupendous work, an excavation is continued through the mountain ridge, composed of rock, a

distance of 3 miles, at an average depth of 20 feet, and under the enlarged plan is to be increased to a width of 60 or 70 feet.

The village of Lockport is partly located on the mountain ridge, immediately above the locks, and partly below; and though "founded on a rock," surrounded with rocks, and with little or no soil, it has become a place of much importance. In 1821, there were but two houses in the place; now there are 300, and upwards of 3000 inhabitants. The village also contains 7 churches, a bank, court house and jail, and several commodious public houses. The canal here being on the highest summit level, and supplied with water from Lake Erie, (distant 30 miles,) an abundance is obtained for hydraulic purposes, affording to the village a lasting and permanent power for mills and manufactories of various kinds.

A RAIL ROAD is here taken, which extends to Niagara Falls, 20 miles; and from thence to Buffalo, 22 miles farther.

[*These places are described in subsequent pages.*]

FROM SARATOGA SPRINGS TO BUFFALO,

By rail road, canal and steamboat, 369 miles—Fare $15.

	Miles.	
By rail road.		
To Syracuse, as mentioned at p. 161,..	153	
By canal.		
From Syracuse to Salina,.....	2	155
Liverpool,.....	3	158
Cold Spring,.....	3	161
New Bridge,.....	5	166
Three Rivers Pt., .	2	168
Phœnix,.....	2	170
Sweet's Lock,....	3	173
Ox creek,.....	3	176
Fulton,.....	4	180
Braddock's Rapid,	4	184
Tiffany's Landing,	4	188
High Dam,.....	1	189
Oswego,.....	2	191
By steamboat.		
Great Sodus Bay,..	28	219
Genesee river,....	35	254
Fort Niagara,....	74	328
Lewiston,.....	7	335
By rail road.		
Niagara Falls,....	7	342
Buffalo,.....	22	369

For a description of the route to Syracuse, see pp. 161 to 178.

A packet boat leaves Syracuse twice a day for Oswego, reaching the latter place in about 10 hours. The villages of SALINA and LIVERPOOL, through which the canal passes, were noticed at pp. 176, 177 and 178.

FULTON, 20 miles from Liverpool, is a flourishing place, containing a number of mills, for which an extensive water power is afforded in a fall of the Oswego river.

OSWEGO, 11 miles farther, is beautifully situated on both sides of the Oswego river at its entrance into Lake Ontario, which is here 60 miles wide. A bridge connects the two parts of the village, and the streets which are wide and laid out at right angles, extend in a parallel line from one side of the river to the other. The village owes much of its importance, not only to the numerous mills

and manufactories for which its location is extremely eligible, being unsurpassed by any place in the country for hydraulic power, but also to the extensive commercial intercourse, by means of the lake, which it has with the Canadas and the west.

The surplus waters of the canal, by an arrangement with the state, belong to the Oswego Canal Company, who, by a subsidiary canal, on the east side of the river, have conveyed them to the village, where they have a fall of 19 feet, and propel a great number of mills. Mr. Abraham Varick, the owner of an extensive property at this place, has also constructed, at great expense, a canal on the west side of the river, affording a similar fall, and equally important facilities for mills and manufactories. At the mouth of the river, jutting into the lake, the U. S. government have erected a pier or mole at the expense of $200,000, rendering the harbor the safest and best on the American shore.

Among the public buildings in the village, are a court house, 6 churches, 2 banks, and an academy. The population is about 6000.

The Welland House is one of the largest and best public establishments in the state. From its upper story an extensive and uninterrupted view is had of the lake, which is here 60 miles broad. The Oswego Hotel is also a large and respectable establishment.

There is still pointed out to the tourist, the remains of two forts erected during the French war, which were besieged by Gen. Montcalm in 1756, and also one built during the revolution.

The STEAMBOATS which ply between Oswego and the Falls, are of the best class, fitted up in superior style, and afford to passengers every desirable comfort and convenience. They leave the port soon after the arrival of the canal packets, and reach Lewiston in about 12 hours; whence rail road carriages are taken for Niagara Falls, 7 miles distant, and for Buffalo, 22 miles farther.

LAKE ONTARIO,

On which the boat enters, after leaving the Oswego river, is 171 miles long, and 167 in circumference. In many places its depth has not been ascertained. In the middle a line of 350 fathoms has been let down without finding bottom. Of the many islands which this lake contains, the principal is Grand Isle, in a northeast direction from Oswego, and opposite Kingston. At this place the lake is about 10 miles in width, and thence easterly, it gradually contracts until it reaches Brockville, a distance of about 50 miles, where its width is not over 2 miles. About 40 miles of this distance is filled with a continued cluster of small islands, which, from their number, have been distinguished by the name of the Thousand Islands.

Though inferior in extent to the remaining four great western lakes, Ontario is far from being the least interesting. The northeast shore consists principally of low land, and is in many places marshy. On the north and northwest it is more elevated, and gradually subsides towards the south. The margin of the lake is generally bordered by thick forests, through which are occasionally seen little settlements surrounded with rich fields of culti-

vation, terminated by lofty ridges of land here and there assuming the character of mountains. Some of the highest elevations of land are the cliffs of Toronto, the Devil's Nose, and the Fifty Mile Hill. The principal rivers which empty into the lake on the south, are the Genesee and Oswego. York, (now Toronto,) Kingston and Sackett's Harbor, all situated on its borders, are well known in connection with the history of the last war.

GREAT SODUS BAY, 23 miles from Oswego, embraces East Port and Little Sodus Bays, and has three islands of considerable size. The whole circumference of the bay, with its coves and points, is about 15 miles.

CHARLOTTE, at the mouth of the Genesee river, 35 miles farther, is a port of entry, where there is a light house, and the commencement of extensive piers building by the United States, for improving the navigation. The river is navigable to the Carthage falls, 4 miles; thence to Rochester is 2 miles; to which place passengers can always be conveyed by rail road carriages in readiness on the arrival of the boat. (See pp. 193 to 198.)

FORT NIAGARA,* 74 miles farther, is located on the east or American shore of the Niagara river, at its entrance into Lake Ontario. It was built by the French in 1725, passed into British hands by the conquest of Canada, and was surrendered to the United States in 1796. It was taken by the British by surprise during the last war, and abandoned on the restoration of peace. The works are now in a state of decay.

* This is the place where the celebrated *William Morgan* was confined after his abduction.

FORT GEORGE, or NEWARK, is directly opposite. The village was burnt during the last war; which event was followed by the burning of several frontier villages on the American shore, as retaliatory. Fort George, near the village, is the most prominent, and perhaps the only object of interest presented. It is in a state of tolerable preservation, and has generally since the war been occupied as a garrison by a small number of soldiers.

YOUNGSTOWN, a small village, is one mile south of Fort Niagara, on the American side; from which to

LEWISTON, the terminating point of the steamboat passage, is 6 miles farther. With the other frontier villages, it was laid in ruins during the last war, and was deserted by its inhabitants, from December, 1813, to April, 1815; but it is now in a flourishing condition, and its buildings exhibit much taste and neatness. A ferry is established between this place and Queenston, in crossing which, the boat is carried down for a considerable distance with much rapidity, but without danger. Every appearance confirms the supposition, that at this place the falls once poured their immense volumes of water, but by a constant abrasion of the cataract, have receded to their present position, 7 miles distant.

QUEENSTON contains 50 or 60 dwellings, but has little in its appearance indicating a prosperous thriving village.

The Battle of Queenston, which was fought at this place, occurred on the 13th of October, 1812. Gen. Van Rensselaer, who had command of the American troops at Lewiston, determined on crossing over and taking possession of Queenston heights. The crossing was effected

before day light; and the ascent, which was up a precipitous ravine, rising near 300 feet above the river, was accomplished amid the fire of the enemy from his breastworks on the heights. As the Americans approached, the British retreated to the village below; where their commandant, Gen. BROCK, in forming his lines to reascend the heights, was mortally wounded by a random shot. His aid, Col. M'Donald, then took command and ascended the heights, where he was also wounded mortally. The Americans continued in possession but a few hours, when they recrossed the river. The pickets and breastworks, though in a state of decay, are still visible.

The spot on which Brock fell is pointed out to strangers. It was in a vacant lot in the village, since called Brock's lot.

BROCK'S MONUMENT

Is on the heights, one fourth of a mile southwest of the village. It is composed of free stone; and, excepting the base, is of a spiral form. It is a fine specimen of architecture, and from its elevation, is seen for many miles around. Its height is 126 feet; and the heights on which it is erected are 270 feet above the level of the Niagara river. The ascent to the top of the monument is by means of winding steps, 170 in number. It is extremely fatiguing; but the prospect afforded of the surrounding country, for 50 miles in extent, will richly repay the tourist for the time and trouble in visiting this pinnacle. The following inscription appears on the monument:

"The Legislature of Upper Canada has dedicated this monument to the many civil and military services of the

late Sir ISAAC BROCK, Knight, Commander of the most honorable Order of the Bath, Provincial Lieut. Governor and Major General, commanding his Majesty's forces therein. He fell in action on the 13th of October, 1812, honored and beloved by those whom he governed, and deplored by his Sovereign, to whose services his life had been devoted. His remains are deposited in this vault, as also his aid-de-camp, Lieut. Col. JOHN M'DONALD, who died of his wounds the 14th of October, 1812, received the day before in action."

Stages leave Lewiston every morning for Rochester, distant 80 miles, passing on the Ridge Road, or alluvial way,* and reach Rochester at evening. A rail road is also constructed to the Falls; but owing to the ascent to be overcome in the first two miles, horse power only can be applied in drawing the carriages.

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*This ridge extends along the south shore of Lake Ontario, from the Niagara to the Genesee river, a distance of about 80 miles. The road is handsomely arched in the centre, and is generally from 4 to 8 rods wide. In some places it is elevated 120 or 130 feet above the level of the lake, from which it is distant from 6 to 10 miles. The first 40 miles from Lewiston, of this natural highway, is broken for a considerable extent, by log roads or causeways, bordered by impervious forests, occasionally relieved by the temporary huts of the recent settlers; but the remaining distance is unusually level; and, with some intermissions, bordered by a line of cultivation. It is generally believed that this was once the southern boundary of the lake, and that the ridge was occasioned by the action of the water. The gravel and smooth stones of which the ridge is composed, intermingled with a great variety of shells, leave little room to doubt the correctness of this opinion.

In pursuing the route from Lewiston to the Falls, the rail road soon commences ascending the heights, describing the difference of altitude between Lakes Ontario and Erie. At the distance of two miles, the top is gained, and affords an imposing prospect of the almost interminable expanse below. The course of the mighty Niagara is easily traced to its outlet; where, from their prominence, are distinctly seen, Forts Niagara and George. The waters of the distant lake and the surrounding plains are so charmingly picturesque, that the traveller proceeds reluctantly, even to participate in the enjoyment of scenes more sublime. Three and a half miles from Lewiston is what is called the

DEVIL'S HOLE, a most terrific gulf, formed by a chasm in the eastern bank of the Niagara, 150 or 200 feet deep. An angle of this gulf is within a few feet of the stage road; affording to the passing traveller, without alighting, an opportunity of looking into the yawning abyss beneath. During the French war, a detachment of the British army, whilst retreating from Schlosser (about 5 miles south) in the night, before a superior force of French and Indians, were destroyed at this place. Officers, soldiers, women and children, with their horses, waggons, baggage, &c., were all precipitated down the gulph. Those who were not destroyed in the river, were dashed in pieces on the naked rocks!

THE WHIRLPOOL is one mile farther. It is formed by a short turn in the river, and can be seen on either side; though the best view, connected with the rapids, is on the American shore. One mile farther, is a

SULPHUR SPRING, used principally for bathing.

NIAGARA FALLS

Are a mile and a half farther. They are situated on the Niagara river, which unites the waters of the Upper Lakes and Lake Erie with Lake Ontario and the St. Lawrence river. LAKE SUPERIOR, the first and westernmost of these inland seas, lies between 46 and 49 deg. of north latitude, and between 84 and 93 deg. west longitude from London. Its length is 459, and its average width 109 miles. About 40 small and 3 large rivers enter into this lake, on one of which, just before its entrance, are perpendicular falls of more than 600 feet. The outlet of the lake is called the river St. Marie, which is 90 miles long, its waters flowing into LAKE HURON. This lake is on the boundary between the United States and Canada, 218 miles long from east to west, and 180 broad. Besides the waters of Lake Superior, it receives the waters of LAKE MICHIGAN, which is 300 miles long and about 50 miles wide. At its northwest corner a large inlet opens, called Green Bay, about 100 miles long, and from 15 to 20 broad, into which Fox river empties. Beside the Fox, the St. Joseph and Grand, two very important rivers, and innumerable smaller streams are also tributary. The waters of these lakes thus congregated, enter the St. Clair river, 40 miles long, to the St. Clair Lake, which is about 90 miles in circumference. From this lake they enter the Detroit river, on which the city of Detroit stands, 9 miles below the lake, and communicate with Lake Erie, 19 miles from Detroit. LAKE ERIE is on the boundary line between the United States and Upper Canada. It is 290 miles long from southwest to northeast, and in the

widest part, 63 broad. Besides the waters of the upper lakes, it receives the Cuyahoga river and several tributary streams.

Such are the sources of the NIAGARA; a river inferior in splendor to none, perhaps, in the world. It is 35 miles long, and from half a mile to 5 or 6 miles wide. The banks vary in their height above the Falls, from 4 to 100 feet. Immediately below the Falls, the precipice is not less than 300 feet, and thence to Lake Ontario it gradually diminishes to the height of 25 or 30 feet. The Niagara river contains a number of islands, the principal of which is Grand Island, which was ceded to the state of New-York by the Seneca nation of Indians, in 1815. It is 12 miles long, and from 2 to 7 broad.

The Falls are situated below Grand Island, about 20 miles distant from Lake Erie, and 14 from Lake Ontario. At Chippewa creek, on the Canada side, 2 miles above the Falls, the width of the river is nearly 2 miles, and its current extremely rapid. Thence to the Falls it gradually narrows to about 1 mile. The descent of the rapids has been estimated at 58 feet. The course of the river above the Falls is north-westwardly, and below it turns abruptly to the northeast, flowing about a mile and a half, when it assumes a northern direction to Lake Ontario. The sheet of water above the Falls is separated by Goat Island, leaving the grand fall on the Canadian side about 600 yards wide, and the high fall on the American side about 300. The latter drops almost perpendicularly to the distance of 164 feet. The grand or horse-shoe fall, on the Canada side, descends to the river below in the form of a curve, 158 feet, projecting about 50 feet from the base.

The whole height, including the descent of the rapids above, is 216 feet.

On the American side,

A flight of stairs has been constructed from the bank a few rods below the falls to the bottom. In consequence of a rocky barrier in front of the falling sheet, it can be approached to within a few feet; though not without encountering a plentiful shower of the spray. About a quarter of a mile above the fall a bridge has been constructed from the shore to Bath Island; which is connected by means of another bridge with Goat Island. The sensation in crossing these bridges, and particularly the first,* over the tremendous rapids beneath, is calculated to alarm the traveller for his safety, and hasten him in his excursion to the Island. On Bath Island, mills have

* Gen. Peter B. Porter, to whom the public are indebted for the construction of this bridge, informed me that its erection was not effected without considerable danger. Two large trees, hewed to correspond with their shape, were first constructed into a temporary bridge, the buts fastened to the shore, with the lightest ends projecting over the rapids. At the extremity of the projection, a small pier of stone was first placed in the river, and when this became secure, logs were sunk around it, locked in such a manner as to form a frame, which was filled with stone. A bridge was then made to this pier, the temporary bridge shoved forward, and another pier formed, until the whole was completed. One man fell into the rapids during the work. At first, owing to the velocity with which he was carried forward, he was unable to hold upon the projecting rocks; but through great bodily exertions to lessen the motion, by swimming against the current, he was enabled to seize upon a rock, from which he was taken by means of a rope.

been erected, contiguous to what is termed the *race-way*, which divides Bath from Goat Island. The latter, which is 330 yards broad, is principally a wilderness. On the southern and western banks an extensive view is had of the rapids above and of the grand fall on the Canada side. But the best view of the latter is obtained from *The Tower*, a stone building erected between Goat Island and the *Terrapin rocks*. A bridge, 300 feet long, once extended to these rocks and even to the verge of the "Crescent or Horse-shoe Fall;" but is now only kept in repair to the Tower. The summit of the latter is reached by means of a spiral stair case in the interior. The view from this elevation is indescribably grand and overpowering. The rapids above, the mist below, enriched by a brilliant solar arch, together with the roar of the immense body of falling water, fill the mind with reverential awe and dread.

At the foot of Iris Island (adjoining Goat Island) is what is called the *Biddle stair-way*, erected by N. BIDDLE, Esq. late president of the U. S. Bank. This affords a safe and easy passage to another favorable position for viewing this stupendous work of nature. The elevation of the island above the margin of the river or basin below, is 185 feet. The descent of the first 40 feet is effected by a flight of steps, commencing in the interior of the island, and descending in a rapid declivity to the brow of the perpendicular work, through a dugway walled on both sides; the second flight is by a spiral stair way of 88 steps, down a perpendicular building in the shape of a hexicon, resting on a firm foundation—the whole handsomely enclosed. From the foot of this building to the

river below, (about 80 feet,) are three paths formed of stone steps, and leading to the water in different directions.*

The amount of water which passes over the respective falls has been estimated by Dr. Dwight at more than 100 millions of tons an hour! No method can be devised for ascertaining the depth at the principal fall; but it is not improbable that it may be 6 or 800 feet; as the depth of the stream half a mile below is from 250 to 260 feet.

To a stranger who shall examine the rapids above the falls, it will seem incredible that Goat Island should ever have been visited previous to the construction of a bridge. Yet as early as 1765,† several French officers were conveyed to it by Indians in canoes, carefully dropping down the river; and it is but a few years since Gen. Porter, of Black Rock, with some other gentlemen, also made a trip to the Island in a boat. They found but little trouble in descending; but their return was difficult and hazardous. It was effected by shoving the boat with setting poles up the most shallow part of the current, for half a mile, before making for the shore.

Falling into the current within a mile of the falls, is considered fatal. Several accidents of this kind have happened; and no one (save in the instance mentioned in a preceding page) has ever reached the shore. Many

* It was from ladders erected at this place that the celebrated Sam Patch made a descent of 118 feet into the water below, a short time previous to his fatal leap at Rochester, in the fall of 1829.

† Trees marked 1765 and 1769, are still to be seen on the island.

bodies have been found below the falls—those that have fallen in the centre of the stream, without any external marks of injury; and those that have fallen near the shore, much lacerated and disfigured. The latter has probably been occasioned by coming in contact with rocks in shallow water, before reaching the cataract. It is but a few years since an Indian, partially intoxicated, in attempting to cross the river near Chippewa, was forced near the rapids; when, finding all efforts to regain the shore unavailing, he lay down in his canoe, and was soon plunged into the tremendous vortex below. He was never seen afterwards.

There are two respectable boarding establishments on the American side, in what is called the village of Manchester; and a third, on a much larger scale, was commenced a few years since, but very little beyond the foundation has been perfected. The village was burnt by the British in 1813; but it has been rebuilt, and though small, is larger than it was previous to that event.

Row boats continually cross the river from the foot of the stair way on the American side to the road leading to the Clifton House,"

On the Canadian side.

The view from the table rock about half a mile south of the landing, has been generally considered preferable to any other; but this point must be decided by the differnet tastes of visitors. The table rock projects about 50 feet, and between it and the Falls an irregular arch is formed, which extends under the pitch almost without interruption, to Iris island. The descent from the rock is by means of a spiral stairway, which is enclosed. Visi-

tants desirous of passing in the rear of the great sheet of water, are supplied by the keeper of the stairs with dresses for that purpose, and with a guide. On reaching the bottom a rough path winds along the foot of the precipice and leads under the excavated bank, which, in one place, overhangs about 40 feet. The entrance into the tremendous cavern behind the falling sheet, should never be attempted by persons of weak nerves. The humidity of the atmosphere, which, at times, almost prevents respiration; the deafening roar of the foaming torrent, and the sombre appearance of surrounding objects, is oftentimes calculated to unnerve the stoutest frame. The farthest distance that can be approached, is to what is called *Termination Rock*, 153 feet from the commencement of the volume of water at Table Rock. Few, however, have the courage to proceed that distance, and seldom go farther than 100 feet.

A large crack in the table rock, which has increased annually for some years, renders it very certain that a considerable proportion will ere long fall into the abyss below. The part thus cracked is nearly 50 feet in width, and might be blasted off without difficulty. The height of this rock has been ascertained to be 163 feet; while that of the Falls, measuring from the bridge near the terrapin rocks, has proved to be 158 feet 4 inches.

The Pavilion, on the Canada side, is on a lofty eminence above the Falls; affording from its piazzas and roof a beautiful prospect of the surrounding scenery. It is a handsomely constructed building, and can accommodate from 100 to 150 guests. Connected with the establishment is a platform along what is called the upper

bank, between the house and river, giving an easy descent to the Table Rock. This with the stair case from the rock to the bank below, affords a pleasant and safe means of obtaining one of the best views of the Falls.

While on the Canadian side, tourists will find it interesting to visit the Deep Cut of the WELLAND CANAL, eight miles west of the Falls. This canal, which unites the waters of Lakes Erie and Ontario, and which is constructed for sloops of 125 tons burthen, commences at Port Maitland, at the mouth of the Grand river on Lake Erie, 40 miles west of Buffalo, and follows the channel of that stream nearly a mile and a half, and thence up Broad creek nearly a mile, where the artificial channel commences by a cut of 10 miles through a marsh. It then proceeds down Mill creek 2 1-2 miles until it intersects the Welland river; soon after which the *deep cut* commences, averaging 44 feet for a mile, through a tenacious clay. Beyond this, for a distance of 4 miles, the canal preserves an elevation corresponding with the cut; when, in 4 miles farther, it descends, by means of 32 locks, 322 feet. Thence to Lake Ontario, a distance of 5 miles, it is mostly in the bed of the Twelve Mile creek. The whole length of the canal, including 19 miles of slack water navigation, is about 44 miles.

BURNING SPRING.—About half a mile south of the Falls, (on the Canadian side) and within a few feet of the Niagara river, is a Burning Spring. The water is warm and surcharged with sulphuretted hydrogen gas. The water rises in a barrel, which is covered, and the gas escapes through a tube. On applying a candle to the tube, the gas takes fire, and burns with a brilliant flame until

blown out; and on closing the building for a short time in which the spring is contained, and afterwards entering it with a lighted candle, an explosion may be produced. A small fee for the exhibition is required by the keeper of the spring.

BRIDGEWATER, or LUNDY'S LANE, is half a mile further. It is celebrated as the ground on which an important battle was fought between the British and Americans in July, 1814. In the afternoon, the British advanced towards Chippewa with a powerful force. At 6 o'clock, Gen. Scott was ordered to advance with his brigade and attack them. He was soon reinforced by General Ripley's brigade; they met the British below the falls. They had selected their ground for the night, intending to attack the American camp before day-light. The action began just before 7, and an uninterrupted stream of musketry continued till half past 8, when there was some cessation, the British falling back. It soon began again with some artillery, which, with slight interruptions, continued till half past 10, when there was a charge, and a tremendous stream of fire closed the conflict. Both armies fought with a desperation bordering on madness; neither would yield the palm, but each retired a short distance, wearied out with fatigue. For two hours the two hostile lines were within 20 yards of each other, and so frequently intermingled, that often an officer would order an enemy's platoon. The moon shone bright; but part of the Americans being dressed like the Glengarian regiment caused the deception.

The British loss in killed, wounded and prisoners was 878, and the American loss 860.

The road from the Falls passes directly over the hill where the British artillery was posted at the time Scott's brigade commenced the action; and the houses in the village of Bridgewater—the trees and fences in the vicinity, still retain marks of the combat. Many graves are seen upon the hill; among others that of Capt. Hull, son of the late Gen. Hull, who distinguished himself and fell in this action. Most of the slain were collected and burned upon the battle ground.

CHIPPEWA VILLAGE is one mile south of the battle ground. It contains a small cluster of buildings and a few mills situate on the Chippewa creek, which runs through the village. One mile farther is

The CHIPPEWA BATTLE GROUND. The battle of Chippewa was fought on the 5th of July, 1814, and has been described as one of the most brilliant spectacles that could well be conceived. The day (says a writer) was clear and bright; and the plain such as might have been selected for a parade or a tournament; the troops on both sides, though not numerous, admirably disciplined; the generals leading on their columns in person; the glitter of the arms in the sun, and the precision and distinctness of every movement, were all calculated to carry the mind back to the scenes of ancient story or poetry—to the plains of Latium or of Troy, and all those recollections which fill the imagination with images of personal heroism and romantic valor.

After some skirmishing, the British Indians were discovered in the rear of the American camp. Gen. Porter, with his volunteers and Indians, were directed to scour in

the adjoining forest. This force had nearly debouched from the woods opposite Chippewa, when it was ascertained that the whole British force, under Gen. Riall, had crossed the Chippewa bridge. Gen. Brown gave immediate orders to Gen. Scott to advance with his brigade, and to Gen. Ripley to be in readiness to support. In a few minutes, the British line was discovered formed and rapidly advancing, their right on the woods, and their left on the river. Their object was to gain the bridge across a small creek in front of the American encampment, which, if done, would have compelled the Americans to retire. The bridge, however, was soon gained by Gen. Scott and crossed, under a tremendous fire of the British artillery, and his line formed. The British orders were to give one volley at a distance, and immediately charge. But such was the warmth of the American musquetry that they could not withstand it, and were obliged to retreat before the appearance of Ripley's brigade, which had been directed to make a movement through the woods upon the British right flank. The British recrossed the Chippewa bridge, which they broke down on their retreat, having suffered a loss in killed, wounded and missing, of 514. The American loss was 328.

Returning to the American side of the Falls, a passage is taken in the rail road cars for Buffalo. Two and a half miles from the Falls is the site of old Fort Schlosser on the bank of the river, rendered somewhat noted in modern times, as the spot at which the Caroline steamer lay moored at the time of her capture by an armed British force in the winter of 1838. She was detached from her moorings, set on fire, and sent adrift over the Falls.

One man is known to have been killed, who was standing on the shore at the time of the conflict, and it is generally believed that some were lost in the burning vessel; but no positive proof has ever been adduced on the subject.

NAVY ISLAND, between which and the American shore the Caroline plied several times previous to her destruction, lies nearly opposite Fort Schlosser. It is at the foot of Grand Island, and contains about 300 acres. It was in the possession of a band of Canadian refugees and American volunteers at the time of the burning of the Caroline, and was not evacuated by them, until all supplies were cut off from the American as well as Canadian shore.

BLACK ROCK, about 16 miles south of Schlosser, is a village of considerable magnitude on the east bank of the Niagara river. It was burnt by the British in 1814; but has been rebuilt, and is much increased from its former size. A pier in the river, about 2 miles long, affords a harbor to the village, and is used as a part of the Erie canal. The dam, however, has been found insufficient to withstand the force of the current. Repeated injuries are sustained, and vessels now seldom enter the harbor. Opposite Black Rock, on the Canada side, is the small village of

WATERLOO; a little north of which stand the ruins of FORT ERIE, rendered memorable as the theatre of several engagements during the late war. The last and most decisive battle fought at this place, was on the night of the 15th of August, 1814. The fort was occupied by the Americans; and its possession was considered an object of importance to the British. Taking advantage of the

darkness of the night, they made repeated and furious assaults, and were as often repulsed; until, at length, they succeeded, by superior force, in gaining a bastion. After maintaining it for a short time, at the expense of many lives, accident placed it again in the hands of the Americans. Several cartridges which had been placed in a stone building adjoining exploded, producing tremendous slaughter and death among the British. They soon retreated, leaving on the field 221 killed, among whom were Cols. Scott and Drummond, 174 wounded, and 186 prisoners. The American loss was 17 killed, 56 wounded, and 11 missing.

This action was followed by a splendid sortie near the fort on the 17th of the following month, which resulted in a loss to the British of near 1000, including 385 prisoners, and to the Americans of 511 killed, wounded and missing.

BUFFALO,

Situated at the outlet of Lake Erie, is 3 miles from Black Rock. It is a beautiful and thriving city, and with the advantages of both a natural and artificial navigation, is destined to become one of the most important places in the state. Its present population is estimated at about 20,000, and the number of buildings at 2500. The Erie canal commences in this city, near the outlet of the Buffalo creek, and passes through an extensive and perfectly level plot, equidistant from the shore of the lake and the high grounds called the *Terrace*. From the canal are cut, at very suitable distances, *lateral canals* and *basins*, rendering the whole of what has heretofore been termed the

lower town, contiguous to water communication. Stores and warehouses are so constructed as to receive the boats along side. In its location, Buffalo is in the midst of the enterprize and business of this new world. All the manufactures and migrating population from the north and east here find a resting place, and the agricultural products of the *west*, coming from the long extended lakes, here seek a new avenue to the Atlantic. At the Terrace, which was formerly the dividing line between the upper and lower towns, but which are now rendered continuous, a gentle and equal rise of ground commences, continuing nearly and perhaps quite two miles, and then falls away to a perfect level as far as the eye can reach, bounded only by the horizon. Upon this elevated ground there is a charming view of the lake, Niagara river, the canal with its branches, the Buffalo creek, the town itself, and the Canada shore; a prospect from which every one parts with reluctance. The streets are very broad, and passing from the high grounds over the Terrace to the water, are intersected with cross streets. There are three public squares of some extent, which add much to the beauty of the city. The public buildings are a court house, situated on the highest part of Main street, well proportioned and handsomely ornamented, with a large park in front, enclosed and set round with forest trees; 16 churches, a college, a literary and scientific academy, a lyceum, a female seminary and 3 banks. The Presbyterian meeting house, standing near the Episcopal church upon a semicircular common on Main street, is an edifice of very commanding appearance; and several of the churches are

beautiful specimens of architecture, and would do credit to any city in America.

There are several spacious public houses; among which, the AMERICAN HOTEL is probably not surpassed by any in the United States, either as to size, furniture, or the style in which it is kept. The EAGLE TAVERN, BUFFALO HOUSE and CITY HOTEL are also extensive and highly respectable establishments, and share liberally in the public patronage.

The place (then a village) was burnt by the British in 1814, when there was but one house left standing. This is still pointed out in the upper part of the city. It was not until considerable time had elapsed after this, that Buffalo began to be rebuilt, nor until the canal was located, did it rise with much promise. In 1822 it was incorporated as a city, and is rapidly rising into importance. A ship canal, 80 feet wide and 13 deep, extends across from the harbor, near the outlet of Buffalo creek to the canal, a distance of about 700 yards; and a boat canal from the Big Buffalo creek to the Little Buffalo creek, a distance of 1600 feet. Between 40 and 50 steamboats ply between the city and various places on the lake. A morning and evening boat leave the harbor daily for Detroit, and additional boats are building which will even increase the facilities of communication.

As this place was the theatre of important events during the last war, the writer had expected to find in the city church yards some monuments to the memory of the brave who fell during that period; but he discovered only one; it contained the following inscription: "To the memory of Maj. WM. HOWE CUYLER, who was killed at

Black Rock by a shot from the enemy, on the night of the 9th October, 1812, while humanely administering to the relief of the wounded soldiers, who intrepidly crossed to the British shore, and brought over the Adams frigate, that had been surrendered by Gen. Hull, and the Caledonia ship belonging to the enemy. He was in the 35th year of his age, and son of the late Henry Cuyler, Esq. of Greenbush in this state."

The *Seneca Village*, settled by about 900 Indians, principally Senecas, with some Onondagas and Cayugas dwelling among them, is from 3 to 4 miles southeast of Buffalo. They own 49,000 acres, reaching to the very bounds of the city, a greater part of which is luxuriantly fertile. A mission is established on the reservation, and a school kept for the instruction of Indian children. Near the Seneca Village is a sulphur spring, which is much resorted to during the summer season.

Buffalo being the point at which travellers embark on a tour through the lakes or to the western states, a brief description of the prominent routes is subjoined, before proceeding in the excursion through Lake Ontario to Montreal, &c. The following are the charges for fare to the most prominent places:

By steamboat, from Buffalo to Cleveland, Ohio, $6; from Buffalo to Detroit, $8; from do. to Mackinaw and Sault St. Marie, $12; from do. to Chicago, Green Bay, and St. Josephs, $20. *By stage*, from Cleveland to Pittsburg, Penn., $6; from Cleveland or Sandusky to Cincinnati, $12; from Pittsburg to Wheeling, $3; thence *by steamboat* to Cincinnati, $10, or *by stage* $14. *By steam-*

boat, from Cincinnati to Louisville, $4; from do. to St. Louis, $16; from do. to New-Orleans, $25.

FROM BUFFALO TO DETROIT,

311 *miles.*

Steamboats leave Buffalo twice a day for Detroit, occupying about 36 hours in the passage. The intermediate places of prominence and the distances are as follow:

	Miles.			*Miles.*	
From Buffalo to Sturgeon Pt., N. Y..	10		Fairport,.....	32	157
Cattaraugus,.....	10	20	Cleveland,.....	30	187
Dunkirk.....	13	33	Sandusky,.....	54	241
Van Buren,.....	2	35	Cunningham's Isl.,	12	253
Portland,.....	16	51	North Bass Island,	10	263
Burgett's Town, P.	18	69	Middle Sister do.	10	273
Erie,.....	17	86	Amherstburgh, U. Canada.....	20	293
Fairview,.....	11	97	Fighting Island,..	6	299
Ashtabula, Ohio,..	28	125	Detroit, Mich.,...	12	311

Dunkirk, N. Y., is at present a small village; but its fine harbor, which is frequently clear of ice much earlier in the season than the Buffalo harbor, together with the termination of the proposed New-York and Erie rail road within its precincts, will hereafter render it a place of much commerce and importance.

Van Buren, 2 miles farther, is a new and flourishing village, handsomely laid out, and is destined to be a place of considerable trade.

Portland, 16 miles.

Burgett's Town, Penn. 18 miles.

Erie, 17 miles farther, contains a court house, 2 banks, 5 churches, and about 2500 inhabitants, and in its local

advantages is equalled by few towns in the interior. Besides a water communication with all the towns on the western lakes, it is the terminating point of the Pennsylvania canal, which connects Philadelphia and Pittsburgh with Lake Erie. The village is distant from Pittsburgh 120 miles, and from Philadelphia 380.

FAIRVIEW, 11 miles.

ASHTABULA, Ohio, 28 miles. It has a good harbor and is a thriving village.

FAIRPORT, 32 miles, is located at the junction of Grand river with the lake.

CLEVELAND, 30 miles. It is the capital of Cuyahoga county, and is handsomely situated at the mouth of a creek of that name. From a small village, it has within a few years attained an extraordinary growth, and is now one of the most prominent towns in the state. This may be attributed, in a great measure, to the termination of the *Ohio and Erie canal* at this place—thus rendering it not only a point of great commerce with the lake, but also with the Ohio river.

The entire length of this canal is 307 miles. Commencing at the mouth of the Cuyahoga, 568 feet above the Ohio river, it follows the bank of that river 37 miles; whence it crosses Portage summit to the Tuscarawas river, along the banks of which it descends to the Tomoka creek. Ascending this creek for a short distance, it crosses over to the Licking river, a branch of the Muskingum, which it ascends to a point on the South Fork, a few miles south of Newark; thence it crosses over to Walnut creek, a small stream which falls into the Scioto;

after reaching that river, it descends along the eastern bank to Circleville, and there crosses over to the west bank, along which it descends, passing Chillicothe, to the mouth of the Scioto at Portsmouth. The dimensions are similar to those of the New-York and Erie canal. Lockage 1185 feet. Packets run daily on the canal, reaching Portsmouth in about 3 1-2 days; where steamboats are taken for Cincinnati, Louisville and New-Orleans.*

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* To travellers who design an excursion to Cincinnati, or to Columbus, the seat of government of the state, the following table of distances on this canal will be useful:

	Miles.		*Miles.*
From Cleveland to the Cuyahoga aqueduct,	22	Irville,	26
Old Portage,	12	Newark,	13
Akron,	4	Hebron,	10
New Portage,	5	Licking Summit,	5
Clinton,	11	Lancaster Canaan,	11
Mazillow,	11	Columbus, (side cut)	18
Bethlehem,	6	Bloomfield,	8
Bolivar,	8	Circleville,	9
Zoar,	3	Chillicothe,	23
Dover,	7	Piketon,	25
N. Philadelphia,	4	Lucasville,	14
New-Comer's Town,	22	Portsmouth, (Ohio river,)	13
Coshocton,	17		

From Portsmouth, the distance by steamboat to Cincinnati is 113 miles, as follows: Vanceburgh, Ken. 20—Manchester, Ohio, 16—Maysville, Ken. 11—Charleston, Ken. 4—Ripley, Ohio, 6—Augusta, Ken. 8—Neville, Ohio, 7—Moscow, Ohio, 7—Point Pleasant, Ohio, 4—New Richmond, Ohio, 7—Columbia, Ohio, 15—Fulton, Ohio, 6—Cincinnati, Ohio, 2. From the latter place to Louisville, Ken,, the distance is 143 miles; thence to the junction of the Ohio with the Mississippi river, 366; and thence to New-Orleans, 1284 miles.

From Cleveland to SANDUSKY, by steamboat, the distance is 54 miles. The village is handsomely located on the south shore of Sandusky Bay, 3 miles from its entrance, and is a flourishing town. A rail road is constructing from this place to Dayton, on the Miami canal. It will be 153 miles long, and when completed, will form a rail road and water communication between Lake Erie and the Ohio river.

AMHERSTBURGH, Upper Canada, (mouth of the Detroit river,) 52 miles. It was more particularly known during the last war between the United States and Great Britain as a locality of some importance by the name of *Malden*. On the opposite side of the river is shown the battle ground of Brownstown, where the Americans, under disadvantageous circumstances, and with a slight loss, routed the British force. The former were on their way to relieve the fort at Frenchtown, a short distance below; and in a narrow pass, where escape was impossible, the British were posted to receive them. The artillery of the latter was stationed directly in front on a rise commanding the road; on the right flank were the regulars, and on the left the Indians, secreted in the woods. The Americans, under Gen. Miller, approached and were almost entrapped, when the enemy was discovered. With the rapidity of thought, the regulars were charged, and soon driven on to the cannon—the cannoniers, afraid to apply the match against their own friends, threw away their linestocks and fled. The Indian opponents were soon dispersed, and confusion and total flight ensued. The Americans collected the spoil, and pursued their way; but they came too late. The massacre at French-

town had been perpetrated; and the bones of seven hundred of the noblest sons of Kentucky lay bleaching on the earth, the victims of the most wanton perfidy. Their fate, however, was soon afterwards avenged at the battle of the Thames.

DETROIT is 18 miles from Amherstburgh. In natural beauty and advantages of locality, it is surpassed by few cities at the west. The greater part of the town is situated on a bluff terminating a few feet from the water, in a very extensive and beautiful plain. As the boat approaches the city, the shores display a succession of handsome country seats, and the town exhibits an imposing appearance. Jefferson Avenue, extending along the river about a mile and a half, with its neat buildings, shaded with forest trees, its bustle, life and gay equipages, is justly the pride of every inhabitant. There are few streets, indeed, in any city of equal beauty, or possessing greater interest. Formerly, it was principally lined with low French dwellings; but these have given place to those of modern style and improved architecture. The business and population of the city, and the value of real estate have greatly increased within a few years. Its present population is from 12,000 to 14,000.

A rail road has been constructed from Detroit to Ypsilanti, 33 miles; whence stages are taken for Saint Joseph, on Lake Michigan, 169 miles; and thence to Chicago, Illinois, by steamboat, 92 miles farther. The route, by stage, is over what is termed the government road, and passes through the village of Jonesville, 68 miles from Ypsilanti; Coldwater, 20 miles; Sturge's Prairie, 25 miles; Mottville, 17 miles; thence to the

mouth of the St. Joseph is 40 miles. Most of the villages are new, but flourishing; and the forests are daily giving place to cultivation.

The town of St. Joseph, located at the mouth of the river, (which is navigable for steamboats for 50 miles) is rapidly increasing in population, and will soon become a place of much importance. Its harbor is good, and it has been selected as the terminating point of the public improvements which are to extend from Detroit across the peninsula.

Steamboats also leave Detroit once a fortnight, by way of Lake Huron, for Chicago, touching on the route at the mouth of St. Clair river, 40 miles, Palmer 17, Fort Gratiot 14, White rock 40, Thunder Island 70, Middle Island 25, Presque Isle 65, Mackinaw 58, Isle Brule 75, Fort Howard (Wisconsin Territory) 100, and Milwaukee (W. T.) 310 miles; whence to Chicago is 90 miles.

But the more common route, and especially for those who are desirous of visiting Detroit as well as Chicago, is to take a steamboat for Toledo, and thence complete the excursion by rail road, stage and steamboat, as follows:

FROM DETROIT TO CHICAGO,
Via Toledo—309 *miles.*

	Miles.		*Miles.*
By steamboat.		Niles,.....	100
Detroit to Toledo,.....	71	Michigan City, (Ind.)	40
By rail road.			
Adrian,.....	33	*By steamboat.*	
By stage.		Chicago, (Illinois,)...	55
Tecumseh,.....	10		

Toledo, 71 miles from Detroit, is the terminating point of the steamboat passage. It is located on the

Maumee river, nine miles from its junction with Lake Erie, and is within what has heretofore been termed the disputed territory between Ohio and Michigan. In 1834, the space now occupied for the village, with a slight exception, was a dense forest. Now it numbers between three and four thousand inhabitants. From its location, it cannot be otherwise than a place of much importance.

ADRIAN, 33 miles, is the present termination of the rail road.

TECUMSEH, 10 miles farther, is a flourishing village of between two and three thousand inhabitants. Between Tecumseh and

NILES, which is 100 miles, there are very few villages of importance. The country, however, is rapidly improving, and will ere long be settled with an extensive population. The village of Niles is located on the St. Joseph's river, and contains a poulation of about 1500 inhabitants.

MICHIGAN CITY (Indiana) is 40 miles farther, and is the termination of the stage route, (unless the traveller prefers passing around the southern extremity of the lake.) The town is situated on the south-eastern corner of Lake Michigan, at the mouth of Trail creek, in a glen, surrounded by sand hills. It is the only point where any stream of magnitude from Indiana communicates with the Lake, and consequently the only spot where, by any possibility, she can build a city. In 1834, the place contained only a solitary family; now it has a population of 1500, and its business operations are quite extensive. It is the commercial depot for the entire north of Indiana—her emporium—and the great mart for her produce. A

canal from this place, to unite with the Wabash and Erie canal at Fort Wayne, on the Maumee, is in progress. From Michigan city to

CHICAGO, (Illinois,) the distance across the lake is 55 miles. It is located on the Chicago river, at its junction with the lake, at that precise point on the great chain of northern lakes which is most nearly approached by the Mississippi river. The Illinois river, through one of its branches, approaches within 10 miles of Chicago. Through its whole course, from near the junction of the two streams, by which it is formed to its mouth, navigation is unimpeded; and when connected with the waters of the great chain of lakes by the Illinois and Michigan canal, whose commencement was celebrated on the 4th of July, 1836, a line of internal communication between the waters of the Atlantic and Mississippi will be completed, which must be the vehicle of a vast commerce, bearing the mineral and agricultural resources of one of the most fertile regions of the Union to an eastern market, and recompensing the producer of the west with the comforts and luxuries of other and distant climes. Chicago must of necessity be the thoroughfare of this commercial intercourse; and to this calculation, though but recently made, may be attributed its unparalleled growth. In 1833, there were but a few scattering tenements in the place, and only four or five arrivals from the lower lakes. In 1836, the number amounted to 456, the buildings to more than 1000, and the population to nearly 5000. It already contains 7 or 8 churches, a bank, and a marine and fire insurance company; and its stores, warehouses and public buildings are continually augmenting.

Steamboats leave Chicago daily for various ports on the lake; a visit to some of which, for a short excursion, will prove more interesting than that of MILWAUKEE, (Wisconsin Territory,) 90 miles in a northerly direction. It is the largest town in the territory, though, like most of the western villages, its origin is very recent. In 1835, it was scarcely known. During the following year, it numbered 1300 inhabitants. It is situated at the mouth of Milwaukee river, and must, in time, in consequence of the fertility of the soil by which it is surrounded, and the advantages which it possesses of a fine natural harbor, be one of the most important cities of the west.

Stages leave Chicago daily for Galena, (the locality of the celebrated lead mines,) 100 miles west, on the Mississippi river, to which a rail road is contemplated.

Stages also leave daily in a S. W. direction, for Peru, the head of steamboat navigation on the Illinois river, passing through Juliette, a flourishing village, 30 miles distant; Ottawa, at the junction of the Fox river with the Illinois, 53 miles farther; whence to Peru is 17 miles. This is to be the terminating point of a canal from Chicago, and also of what is termed the central rail road, commencing near the junction of the Ohio with the Mississippi river, and must become an important town. From Peru, steamboats are taken for Peoria, 60 miles distant; also for Alton, on the Mississippi, (3 miles above the mouth of the Missouri,) 149 miles farther; whence to St. Louis is 21 miles. At Alton a stage can be taken daily, for Vandalia, 50 miles, in an easterly direction. From Vandalia, down the Kaskaskia river, to the village of that name, is 95 miles; thence to the junction of the Kaskaskia with the

Mississippi is 11 miles; and thence to the mouth of the Ohio river, 100 miles.

FROM BUFFALO TO MONTREAL,

Via Lake Ontario, on the British side, 451 *miles*—
Fare $19,50.

INTERMEDIATE DISTANCES.

	Miles.	
By rail road.		
From Buffalo to Niagara Falls,.....		22
Lewiston,.....	7	29
By steamboat.		
Fort George,....	7	36
Toronto,.....	30	66
Port Hope,.....	65	131
Coburg.....	7	138
Kingston, ...	105	243
Gananoque,.....	24	267
Brockville,.....	32	299
Prescott,.....	12	311
Dickinson's Landing,.....	38	349
By stage.		
Cornwall,.....	12	361
By steamboat.		
Coteau du Lac,..	41	402
By stage.		
Cascades,.....	16	418
By steamboat.		
Lachine,.....	24	442
By stage.		
Montreal,.....	9	451

The route from Buffalo to Fort George has already been described. (See p. 205.)

LAKE ONTARIO. (See p. 203.)

TORONTO, 30 miles from Fort George, is the capital and chief city of Upper Canada, and is situated in the west riding of York, in the Home district, on an arm of Lake Ontario, 36 miles in a northeasterly direction from Niagara, and 177 miles southwesterly from Kingston. The city has a commanding view of the harbor, which is formed by a long narrow peninsula, 3 miles in extent, and frequently so narrow as scarcely to admit a carriage; striking the traveller as an artificial breakwater, for which

it is frequently mistaken. It is perhaps one of the finest harbors in the world—perfectly safe at all times, and so capacious that a thousand ships of the line may ride at anchor within it. The population of Toronto is 12,500. The buildings are principally of brick, and the city generally has the appearance of enterprise and prosperity. It is an important military post, two regiments of regular troops being usually stationed there. The public buildings, including the residence of the Lieut. Governor, Parliament House, &c., are very handsome specimens of modern architecture, and worthy the attention of the tourist. There are several good hotels, the principal of which is the North American, kept by Mr. Campbell. Daily lines of steamboats cross the head of the lake to Niagara and Queenston, and down the lake to Kingston, touching at the intermediate ports.* Taking the steamer down the lake, the first landing is

PORT HOPE, a small town, beautifully situated on either side of the river of the same name. It has a population of 1500 inhabitants, dispersed upon a number of hills, giving it an irregular but highly picturesque appearance.

* While at Niagara, the tourist will be at liberty either to cross the Lake direct to Toronto, or take a steamer by the head of Burlington Bay, touching at Hamilton and Dundas, and thence to Toronto. This latter route will nearly double the distance, but he will be amply compensated by the beauty of the scenery on both sides of the bay; besides being enabled to add to his Sketch Book, "Hamilton and Dundas," the former of which is the residence of Sir Allan McNab, the present Speaker of the Upper Canada Parliament, and is a town of unsurpassing beauty, containing some 1200 inhabitants.

Here are five churches and several hotels. Of the latter little can be said in their praise—the Royal Hotel, formerly a very good house, having been changed to a private residence.

Port Hope river is a small rapid stream, which affords great facilities for hydraulic works, which are improved to a considerable extent. A survey for a canal and slack-water navigation up this river to Rice Lake has been made, and the work will probably be constructed. A company called the "Port Hope Harbor Company," recently engaged in constructing wharves, and deepening the mouth of the river, have succeeded in making it one of the best harbors on the lake, admitting ships of the largest class. Seven miles further, the boat reaches

COBURG, a pretty provincial town, and the seat of justice for New-Castle district, situated on a plain slightly elevated above the lake; the buildings chiefly of wood, painted white, and looking any thing but like a seaport. Indeed, it can hardly be called such, as there is no natural harbor, and the piers or wharves stretching into the lake are continually being demolished by the violence of the waves, so that vessels unlading at Coburg frequently seek shelter in Port Hope harbor in case of threatened storms. It has a population of 2000; but which is not rapidly augmenting. Here are several excellent hotels—the Albion and North American being considered the best. The village also contains a respectable seminary, a Methodist college, and a court house and jail. The latter is built of hewn stone, with a collonade front, and has altogether an imposing appearance.

A steamer runs 3 times a week from Toronto to the mouth of Genesee river, on the American side, touching at Port Hope and Coburg. The distance here across is 80 miles, being the widest part of the lake. A new line of steamers is in contemplation from Oswego direct to Toronto, making Coburg and Port Hope on the way. This would be a very desirable arrangement for travellers who do not wish to go to Kingston.

Leaving Coburg, and travelling 105 miles in a north-easterly direction, the boat arrives at

KINGSTON, the oldest port and the second town in point of population in Upper Canada, containing about 7000 inhabitants. The buildings are principally of blue, undressed limestone, of which there are inexhaustible quarries in the immediate vicinity. Kingston is the great military and naval depot of the Upper Province. It is situated on the northerly shore of Lake Ontario, near its outlet, in the county of Frontenac, in the Midland district. The harbor is formed by a promontory running into the lake opposite the city, which is called Point Frederick, upon which is the navy yard and extensive warehouses for public stores, &c. Between this and Point Henry, (the main land) is another harbor, called Navy Harbor. The fort, which is built of massive blocks of stone, hammer-dressed, is on this last mentioned point—a little removed from the shore, and so elevated as not only to command the entrance to both the harbors, but also the navy yard, and all approach to the city by land. Next to Quebec, it is undoubtedly the most impregnable fortress in America.

The fort and navy yard on the points, and the mess house and barracks on the northeast side of the town, are worth the attention of the tourist, and may be seen by procuring an order from the sheriff of the district or the commandant of the station.

The British American Hotel and the Lambton House are among the best hotels which the place affords.

The Commercial Bank of Kingston, the court house and jail, the Catholic chapel, and many private residences built of native limestone, are not only substantial but elegant buildings.

Kingston is a port of entry, and its natural location is such as to render it the commercial capital of Upper Canada.* Steamers leave the port daily for Coburg, Port Hope, Toronto, &c. up the lake, and for Brockville and Prescott, down the St. Lawrence. There is also a tri-weekly line to Oswego, by the way of Sackett's Harbor, and a line thence twice a week directly across the lake, a distance of 60 miles. (Fare $2,50, by either route.)

A boat likewise leaves every day for BELLVILLE, up the Bay of Quinte.† The traveller, who can devote the

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*The present political changes going on in Canada, indicate a consolidation of the two Provinces, in which event a more central point for the seat of government than either of the present capitals would be desirable, and it is not improbable that Kingston, at no remote period, may become the capital of the United Provinces.

†The Bay of Quinte, so called, is in fact rather the mouth of the river Trent, or Otonibee, than a bay of Lake Ontario; as it has a perceptible current, and no communication with the lake for many miles after it widens into a bay. The River Trent, or Otonibee, is the outlet of a

time, cannot do better than make a trip to Bellville. The distance by land is 59 miles—by water, somewhat further. The latter route seems to be preferred on account of its ever-varying scenery. Now the silvery bay expands to the dimensions of a broad lake; anon it becomes so narrow that you fancy your progress intercepted by the proximity of the shores and the impenetrable gloom of the eternal forest. Here on the left you see the plains of Prince Edward, stretching away in "dizziness of distance," and there on the right, the

"Woods and cornfields, and the abodes of men,
"Scattered at intervals,"———

of the fine agricultural counties of Hastings and Frontenac. In a few hours you reach Bellville, a pleasant town, situated on the north side of the bay, and near the mouth of the River Moira, containing about 250 dwelling houses, and from 1000 to 1500 inhabitants. You can return to Kingston by boat, the following day.

While enumerating the advantages, natural and artificial, possessed by Kingston, we should not overlook the

RIDEAU AND OTTAWA CANAL. This stupendous work, which was constructed at the expense of the home government, forms an inland communication between Kingston and Montreal for vessels of 125 tons burthen. One object of its construction, was to secure the transportation in time of war, of arms and military stores to and from these important points, by a route far removed from

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long chain of lakes in the northeast country, towards Lake Huron, and which falls into Lake Ontario, near Kingston.

the hostile frontier. The entire length of the canal from Kingston to Bytown, where it enters the Ottawa river, is 160 miles. The Rideau Lake and River are used alternately as found practicable, so that not to exceed one fourth of the entire distance, is an actual excavation. From the junction of the canal with the Ottawa river at Bytown to Montreal, the distance is 120 miles. The Ottawa or Grand river is the outlet of a vast extent of country (watered by numerous lakes and smaller streams,) having its source far towards Hudson's Bay, and whose *embauchere* is divided into two branches by the Island of Montreal, where it enters the St. Lawrence. The discharge of the Rideau into the Ottawa, is marked by an extensive cove on the right bank of the latter river, in a gulley existing between the falls of the Chaudiere and Rideau. This point appears to have been reserved by nature for the purpose to which it is adapted; and, indeed, bears every characteristic, both as to its banks and valley, of having been formerly the bed of the Rideau. The elevation of the mouth of the canal above the level of the sea is estimated at 110 feet, while it is considered to be 283 feet below the summit level on "Rideau Lake," and 129 below the level of Lake Ontario, at Kingston.

Directly above the mouth of the canal, may be seen the beautiful and magnificent cataract of the Chaudiere. It consists of a series of falls, more or less extensive, and amounting in all to 31 1-2 feet perpendicular. But that which stands most prominent to view, and gives an appearance of grandeur to the whole, is at the broadest channel of the river, and known by the name of the *Grande Chaudiere*, or *Big Kettle*, from the peculiar for-

mation of the cauldron into which the waters fall. This formation consists of a hard laminated lime-stone, in horizontal strata, and worn into its present horse-shoe shape by the constant abrasion of the rolling water over its surface. The depth of the cauldron is said to be over three hundred feet—at least, a sounding line of that length could not be made to touch bottom.

Next in interest to these may be mentioned the cataract of the Rideau, situated at the mouth of the river, where its dark green waters fall from an eminence of 37 feet, in a single unbroken sheet. The river finds its source in the Rideau Lake, 85 miles from the Ottawa, but is not occupied as the bed of the canal till about 6 miles above its entrance, it having been found more expedient to make use of the natural valley and bay already alluded to.

At this point it became necessary, in consequence of the rugged and precipitate nature of the banks of the Ottawa, to overcome the difference of level between the river and canal by the construction of a series of locks, eight in number, and each rising ten feet, giving an aggregate of eighty feet perpendicular rise; constructed in a liberal workmanlike manner, and presenting an elegant and commanding appearance. The estimated cost was £45,700. In the vicinity of the locks are two spacious basins for the reception of boats; over one of which there is a stone arch, connecting Upper and Lower Bytown.

About seventy miles of the route passes through either extensive lakes with bold and rocky shores, or soft swampy meadows, where good foundations were unattainable, save at great additional expense. Hence it be-

came necessary to do away with the ordinary towing path, and enlarge the canal to a surface of 48 feet, with a depth of 5 feet throughout, to admit the passage of steamboats from one extremity to the other.

The towns of Upper and Lower By, so named after the commandant of engineers, Lieut. Col. John By, under whose superintendence the works were constructed, have already assumed a character and importance which, when their brief existence is taken into consideration, is truly marvellous. The towns already contain, in addition to their numerous dwelling-houses, two large store-houses for the use of the Ordnance and Commissariat Departments; three substantial buildings for the accommodation of the troops, erected on the highest eminence, so as to command both the river and canal; and at a short distance an excellent military hospital.

In the vicinity may also be seen, in the "Union Bridge," the execution of one of the most daring plans ever conceived. It connects Upper with Lower Canada, and is thrown directly over the falls of the Chaudiere, taking advantage of the numerous rocky islands embraced by the diverging branches of the river at this place; and forming altogether a most magnificent and imposing specimen of civil architecture. The bridge is composed of six distinct arches, two of stone and four of wood, stretching from island to island with various spans, as circumstances required; and forming an aggregate length of bridge-way of 781 feet. Taking leave of Bytown and its vicinity, and proceeding along the line until it strikes the river, little of interest occurs saving a singular break in an interesting ridge of land, extending for several miles

at an average depth of about thirty-five feet. It is known under the name of the "Notch in the Mountain," and affords an opportune passage for the canal, which would otherwise, in order to pass it, have had to encounter a heavy excavation.

At the point where the canal enters the channel of the river, are found strong rapids, confined on one side by a high clay bank, and on the other by a rocky shore. To overcome the fall existing here, which is about 30 feet, it was necessary to drown the rapids by the erection of a large dam, and surmount the elevation by three locks. This dam backs the water as far as the "Black Rapids" —to which point, and indeed thence all the way to its source in the "Rideau Lake," the channel of the river continues to be used. The Rideau, like other rivers in Canada, is a combination of rapids and long sheets of still water, alternately intervening, and to overcome which it is ever necessary to have recourse to locks and dams. There are fourteen rapids between Bytown and the Rideau Lake, which are destroyed by as many dams, and 20 locks of various lifts, amounting in all to 283 feet.

The "Rideau Lake," which is the proper summit of the canal, is a beautiful expanse of clear green water, 30 miles long and 12 broad, surrounded on all sides by bold, rocky and precipitous banks. The only interruptions which the navigation encounters across this lake are at "Oliver's Ferry" and the "Rideau Narrows," where considerable extra expense was incurred to overcome the currents there created by the contraction of the waters.

Continuing the use of the Rideau waters for the space of 45 miles on the summit level of the route, its course

finally bends towards the "Cataraqui River," which has an outlet in Lake Ontario near Kingston. An excavation of 10 feet for the distance of a mile and a half across the isthmus, existing between the "Rideau" and "Mud" lakes, was necessary to effect this object. The latter lake is 3 1-2 feet below the level of the Rideau, and has a length of 12 miles, with an average breadth of 10, studded all over with innumerable small islands, which give it quite a picturesque appearance. It is intended eventually to raise the waters to the level of the summit lake.

Leaving this lake, the canal enters the "Indian," and thence, instead of making the long detour of the river, encounters a shallow cut, by which, in a more direct line, the distance is considerably shortened. Thence following the course of the "Cataraqui" to within 55 miles of Kingston, a dam is met with, backing the waters as far as the last mentioned lake. The rapids connecting this with "Davis' Lake," on the right side of the river, are surmounted by dams and locks, so that the navigation, which was before hazardous, is now perfectly safe.

Again, following the course of the "Cataraqui river" for the further distance of eight miles, and successively passing "Davis" and "Opinicon" lakes, together with their intervening rapids, surmounted as usual by a dam and lock, the tourist arrives at a point called "Jones' Falls," 35 miles from Kingston. These falls descend 61 feet within the mile, and connect "Opinicon Lake" with "Cranberry Marsh," where the river holds its course through a narrow rocky ravine. This fall is overcome by a dam and six locks. Thence, passing three more smaller rapids, with their customary works, the line at

length reaches "Kingston Mills," where the Cataraqui empties itself into the Kingston Bay, a part of Lake Ontario, and five miles distant from Kingston. This is the upper extremity of the canal on the Canada side, and is terminated at its junction with Lake Ontario by the erection of four locks of nine feet each.

The entire cost of this canal, which with the Welland canal (heretofore noticed) forms a chain of internal communication between Halifax and the Gulf of Mexico, was rising of £600,000.

The direct route from Kingston to Montreal, down the St. Lawrence, has been so often described as scarcely to require a passing notice beyond a mere sketch of places and distances; still the route is not barren of interest to one who travels it for the first time. The alternating between steamers and stage coaches, rendered necessary by the frequent rapids in the St. Lawrence, relieves the tedium occasioned by the continuation of either. The roads, in such parts of the route as are over land, are generally good; most of the country lying along the river being improved farms, many of which are in a high state of cultivation. The scenery in several places is exceedingly beautiful, commanding for the most part a view of the St. Lawrence with its rapids, which are not only remarkable for their number but also for their extent. Some of them are several miles long, and the current at the rate of 30 knots an hour; the water foaming and tumbling over its rocky bed, and to use a simile of Mrs. Jameson, very like a herd of young tigers at play.

The only places of note between Kingston and Montreal are Gananoque, Brockville, Prescott, Williamsburg, Cornwall, Lancaster, Coteau du Lac and Lachine; all small provincial towns, of which Brockville and Prescott* are the most important, with a mixed population, the tradesmen and artisans being mostly English, Irish or Scotch, and the poorer classes native *habitans* or Canadians.

The traveller, whether in pursuit of pleasure or health, while on his way from Kingston to Montreal or *vice versa*, whether he take the route by the Rideau and Ottawa canal, or the more direct one by the St. Lawrence, will do well to visit the

CALEDONIA SPRINGS, which are located near the Grand river, in the Ottawa district, 70 miles westerly of Montreal, and 125, in a northeasterly direction, from Kingston. They may be approached from Cornwall, on the St. Law-

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* It was at Prescott, on the 12th Nov. 1838, (the year following the rebellion of the French population in the lower province,) that a band of brigands, chiefly Americans, about 180 in number, commanded by a refugee Pole named Van Shultz, crossed the St. Lawrence and effected a landing, under cover of the night, at the Windmill, a stone edifice just below the town, of which they took possession. They were here kept in check by the provincial militia, until despatches could be sent to Brockville for troops and heavy artillery. On the morning of the 13th, a simultaneous attack, by land and water, was made upon the brigands in the wind mill, which resulted in the capture of all who survived the conflict. Van Shultz and his comrades were taken to Kingston, where himself and 5 of his officers were tried and executed, several were transported for life, and the remainder, through the clemency of the government, were pardoned and sent back to the United States.

rence, or by way of Grand river, on the Rideau and Ottawa canal route. The springs were only known to a few hunters and trappers until the year 1835, when the first attempt was made to clear the forest in which they were situated, and erect houses for the accommodation of visitants. By the enterprise of Mr. William Barker, the proprietor, a hotel is now erected of sufficient extent for the comfortable accommodation of parties of pleasure as well as invalids.

The principal Springs are the WHITE SULPHUR, the SALINE, and the GAS SPRING. The waters of each have undergone a chemical analysis by Dr. Chilton, a celebrated chemist of the city of New-York; since which the celebrity of these fountains as a watering place is rapidly extending. Invalids are flocking thither from all parts of the Canadas, from Great Britain and from the U. States. The waters are bottled* and forwarded to agents for sale in Toronto, Montreal, Quebec, New-York and elsewhere.

The White Sulphur Spring possesses qualities very similar to the White Sulphur Springs of Virginia. The iodine found in one of these springs promises to be of great benefit in all diseases where that powerful remedial agent is efficacious. These waters are chiefly beneficial, and their medical effects most obviously displayed in

* The process of bottling these waters is different from that observed by the writer at other places. Ordinarily, the bottles are thrust below the surface, where they fill, and are drawn out and corked at the leisure of the person employed in the business; but here the whole process is performed underneath the surface, and in a manner which preserves the gases and all the medicinal virtues of the waters unimpaired.

cases of dyspepsia, rheumatism, and in cutaneous diseases; but the traveller is shown certificates* of extraordinary cures performed by them in diseases of the kidney and liver, in jaundice, dropsy, &c. It is proper to remark, however, that pulmonary diseases are not benefitted by these waters.

FROM BUFFALO TO MONTREAL,

Via Lake Ontario, on the American side, 436 *miles*—Fare, $17,50.

INTERMEDIATE DISTANCES.

	Miles.			*Miles.*	
By rail road.			Cross St. Lawrence to Prescott, U. C.	1	296
From Buffalo to Niagara Falls,....		22	Dickinson's Land'g	38	334
Lewiston,.....	7	29	*By stage.*		
By steamboat.			Cornwall,.....	12	346
Fort Niagara, ...	7	36	*By steamboat.*		
Genesee river,....	74	110	Coteau du Lac,...	41	387
Great Sodus Bay,.	35	145	*By stage.*		
Oswego,.....	28	173	Cascades,.....	16	403
Sacket's Harbor,..	40	213	*By steamboat.*		
Cape Vincent,....	20	233	Lachine,.....	24	427
Morristown,.....	50	282	*By stage.*		
Ogdensburgh, ...	12	295	Montreal,.....	9	436

The route from Buffalo to Oswego has already been described. (See p. 201 to 221.)

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* Dr. Robertson, a scientific man and an eminent physician of Montreal, whose opinions being founded upon experimental knowledge are entitled to very great respect, has given his most unqualified assent to the efficacy and beneficial effects of these waters in dyspepsia, rheumatism, chlorosis, affections of the liver, the urinary organs, and some cutaneous diseases; as well as their renovating powers in invigorating the system enfeebled by the long protracted and injudicious use of mercury.

SACKET'S HARBOR, 40 miles from Oswego. This was an important military and naval station during the last war. The *Barracks* are situate about 400 yards north-easterly of the village, on the shore. They are a solid range of stone buildings, and add much to the appearance of the place. Two forts erected during the war are now in ruins. On Navy Point, which forms the harbor, there is a large ship of war on the stocks; but which, probably, will never be finished.

CAPE VINCENT, 20 miles. Kingston, in Upper Canada, is on the opposite side of the lake, 11 miles distant, with Grand Island intervening.

MORRISTOWN, 50 miles. The river here is but a mile and a quarter wide, on the opposite side of which is the village of Brockville.

OGDENSBURGH, which terminates the passage of the steamboat, is 12 miles farther, and is situated on the east side of the Oswegatchie river, at its confluence with the St. Lawrence. This is a thriving village, containing about 300 houses, and a population of about 3000 inhabitants. A military fortification, consisting of two stone buildings and a number of wooden barracks, was formerly erected here by the British government, but was ceded to the United States in 1796.

Stages leave Ogdensburgh daily for Plattsburgh; whence a steamboat can be taken on Lake Champlain for St. John's or Whitehall.

Boats also leave Ogdensburgh frequently and descend the river as far as La Chine, 9 miles above Montreal, in 3 days. They are usually furnished with every necessary

implement for their good management, and with skilful pilots. The latter are more particularly requisite, as the current of the St. Lawrence is generally very rapid, and obstructed by numerous shoals and islands, which, by an inexperienced navigator, could not without difficulty be avoided. The principal rapids are three in number—the Longue Sault, the Rapids of the Cedars* and the Cascades of St. Louis. The first of these are 9 miles in length, and are usually passed in 20 minutes, which is at the rate of 27 miles an hour. The Rapids of the Cedars terminate about 3 miles from the Cascades, which, after a broken course of about 2 miles, pour their foaming waters into Lake St. Louis. Lake St. Francis, on the St. Lawrence, is 25 miles long, and its greatest breadth 15. The borders of the lake are so low that they can scarcely be distinguished in passing along its centre. At the northern extremity of Lake St. Francis is situated the Indian village of St. Regis, through which passes the boundary line between the Canadas and the United States.

The usual route, however, is to cross the river at Ogdensburgh to Prescott; whence the excursion to Montreal is by steamboat and stage alternately, as noticed in the table of distances at p. 248.

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* It was at this place that Gen. Amherst's brigade of 300 men, coming to attack Canada, were lost. The French at Montreal received the first intelligence of the invasion, by the dead bodies floating past the town. The pilot who conducted the first batteaux committed an error by running into the wrong channel, and the other batteau following close, all were involved in the same destruction.

LACHINE, 9 miles from Montreal, is connected with the city by means of a canal. The stage route affords a fine view of the rapids between the two places, Nuns and Heron Islands, and the Indian village of Caughnawaga.

MONTREAL

Is situated on the south side of the island of the same name, the length of which is 30 miles, its mean breadth 7, and its circumference about 70. The city extends along the St. Lawrence, about 2 miles in length and about half a mile in width. The buildings are mostly constructed of stone, and arranged on regularly disposed but narrow streets. A stone wall formerly encircled the city, which, by the sanction of the government, was some years ago totally demolished. Montreal is divided into the upper and lower towns. The latter of these contains the Hotel Dieu, founded in 1644, and under a superior and thirty nuns, whose occupation is to administer relief to the sick, who are received into that hospital. The French government formerly contributed to the support of this institution; but since the revolution, which occasioned the loss of its principal funds, then vested in Paris, its resources have been confined to the avails of some property in land. The upper town contains the Cathedral, the English Church, the Seminary, the Convent of Recollets, and that of the Sisters of Notre Dame. The general hospital, or Convent of Gray Sisters, is situated on the banks of the St. Lawrence, a little distance from the town, from which it is separated by a small rivulet. This institution was established in 1753, and is under the management of a superior and 19 nuns.

Some of the public buildings are beautiful. Among these, the new *Catholic Church*, in grandeur, capaciousness, style and decoration, is probably not exceeded by any edifice in America. It is 255 feet long and 34 feet wide, and is sufficiently capacious to hold 10,000 persons.

Nelson's Monument, near the Market place, is an object also meriting an accurate survey.

The *Museum*, belonging to the *Society of Natural History*, contains a numerous assemblage of indigenous and exotic specimens, an examination of which will prove highly interesting to visitors of taste and science.

A visit to the Nunneries can generally be effected without difficulty; though a trifling purchase of some of the manufactures of the nuns is generally expected.

The *College* is a large stone edifice, 3 stories high, and has a spacious yard on the south, adjoining to which is a beautiful garden. Connected with the college there is also a preparatory school, under excellent regulations.

The *Parade* is a beautiful public ground, on which the troops are usually drilled.

The prevailing religion here, as well as at Quebec, is the Roman Catholic. The clergy derive a revenue from grants of land made to them under the ancient regime, and from contributions ordained by the church. Besides these, a principal source of revenue is from the fines for alienation, which amount to about 8 per cent., paid by the purchaser of real estate, every time the same is sold, and which extends to sales of all real estates in the seignory or island of Montreal.

The city, including its suburbs, contains rising of 40,000 inhabitants.

The Mountain of Montreal, from which the city takes its name, rises about 2 1-2 miles distant. It is elevated 700 feet above the surface of the river, and extends from north to south 2 miles. This spot has already been selected for the residence of some private gentlemen, whose elegant white mansions appear beautiful in contrast with the surrounding foliage. The island of St. Helena, immediately opposite the city, is a delightful little spot, whence is had a fine view of Montreal, with its lofty mountain in the back ground, the settlement of Longueil, St. Lambert and La Prairie de la Madelaine, on the south side of the river, and the waters of the St. Lawrence dashing over the rocks of Lachine, and sweeping their course around a variety of islands.

The principal public houses in the city are, Masonic Hall, in the north part; Goodenough's, St. Paul street; and Mansion House, do.

FROM MONTREAL TO QUEBEC—180 miles.

The following are the intermediate distances:

	Miles.			*Miles.*	
Varennes,.....		15	Three Rivers,.....	6	90
L'Assumption,.....	6	21	St. Anne,.....	30	120
Berthier,.....	24	45	Porte Neuf,.....	25	145
Rivere du Loup,....	24	69	Cape Sante,.....	5	150
Porte St. Francis,..	15	84	Quebec,.....	30	180

The St. Lawrence from Montreal to Quebec is navigated by a number of excellent steamboats, and the passage between the two cities is delightful. A large majority of the inhabitants of Lower Canada are crowded together near the shores of the St. Lawrence, and few interruptions of forest land intervene in the whole distance

between the two principal cities. The dwellings and cultivated grounds are so frequent and continuous that each side of the river, in fact, becomes almost an unbroken street, with groups of houses in the vicinity of the several churches, which are erected generally in sight of the passing steamboat, except on Lake St. Peter. The churches are from six to nine miles distant from each other, and upwards of twenty in number, forming, many of them, prominent objects to give embellishment and charm to the novel and otherwise very attractive scenery. All travellers sleep one night at least on board the steamboat while journeying between the two cities; and it is recommended that they should arrange the hour of departure from Quebec, (which is always at low water,) so that they may view by day light that part of the river which had been before passed in the night. A journey to Quebec and back again, which a few years since was the labor of some weeks, may now be accomplished, by means of steamboats, in less than three days. The distance between the two cities is 180 miles—fare $4.

From Montreal, the boat first passes near the Fort on St. Helen's Island, and soon enters the rapids of St. Mary; in returning up which, steamboats are often drawn by cattle. Proceeding down the river, the villages of Longueil, Longue Pointe, and Vercheres, are successively passed before reaching

VARENNES, on the south side of the St. Lawrence, 15 miles from the city, which has become a place of very considerable resort, in consequence of the mineral springs in its vicinity. From the *Varennes Springs Hotel*, located in the village, is one of the most interesting views in North

America, commanding in front the mountainous land on the north shore of the St. Lawrence; to the west, the city and island of Montreal, the island and fortification of St. Helen's, and the winding course of the river; and on the east a most picturesque group of islands, with their varied channels; while the rear presents the most fertile and highly cultivated district in Lower Canada, with the magnificent mountains of Chambly and Beloil in the distance. The Hotel, as a building, is capacious and furnished in a style of superior neatness and elegance.

The Springs are one mile from the village, and are approached by a road on the bank of the St. Lawrence, forming a delightful promenade, where an extensive and commodious bath house has been erected. By an analysis of the waters, they prove to be possessed of valuable medicinal qualities, and are free from substances which can be deemed deleterious. Varennes and its vicinity, therefore, present to those travelling in pursuit of health and pleasure, many attractions.

Leaving Varennes, the boat passes the villages of Point aux Trembles, Contrecœur, Repentigny, St. Sulpice, La Morage, Berthier and Machiche, before reaching the town of

WILLIAM HENRY, which is 40 miles from Montreal. It stands on the site of an old fort, built in 1665, on the right bank of the river Sorel, at its confluence with the St. Lawrence. The present town was commenced in 1785. It is regularly laid out with streets, crossing each other at right angles, leaving a space in the centre about 500 feet square. The number of dwellings does not exceed 200, and its population 2000. Near the town is a seat

which was formerly the residence of the Governor General of Canada, during the summer months. Opposite the town, the river Sorel is 250 yards broad, and is navigable for vessels of 150 tons, for twelve or fourteen miles. On the river, which unites the waters of Lake Champlain with the St. Lawrence, are two considerable forts, the one at St. Johns and the other at Chambly. Sorel was occupied in May, 1776, by a party of the American army, under General Thomas, on their retreat from Quebec.

Lake St. Peter, some miles below the town of Sorel, is formed by an expansion of the river St. Lawrence to 15 or 20 miles in width, and is 21 in length. The waters of the lake have but little current, and are from 8 to 11 feet deep. At the upper end of the lake a variety of small islands are interposed, which are the only ones that occur in the St. Lawrence till you reach the island of Orleans, a distance of 117 miles. On the north side of this lake is the town of

Three Rivers, at the mouth of the St. Maurice, which is divided by two small islands into three branches. This town was formerly the seat of the Colonial Government, and is now considered the third in importance in the Province. It contains about 400 houses, including a Roman Catholic and an Episcopal church, and a Convent of Ursulines—also the barracks formerly occupied by the governor, during the French regime. The number of inhabitants is estimated at 3000. Some miles up the St. Maurice are the celebrated falls of Shawinnegame, a beautiful cataract of about 100 feet descent.

Seven miles below Three Rivers, the Richelieu rapids commence. The river is compressed within less than half a mile in width, and the water moves with great velocity for three or four miles; but being deep and the current unbroken, except at the shores, the descent is made by steamboats without danger, except in the night, when a descent is never attempted.

The scenery of the St. Lawrence is occasionally relieved by the prospect of the distant mountains, the highest of which does not exceed 1000 feet, but rising in the back ground of the cultivated vales along the borders of the river, give an additional degree of beauty and novelty to many of its landscapes. The alternate variety of the waters of the St. Lawrence, now reposing in stillness on the bosom of an expanded lake, and now rushing with the rapidity of a cataract, added to the pleasing effect of the landscape scenery, afford an agreeable repast to the tourist, until he reaches the classic scenes of Quebec. Soon after leaving Cape Rouge, and the little village of St. Nicholas, near the mouth of the Chaudiere river, the towers and citadel of this famous city open to view, situated on a rock of 345 feet in height, called Cape Diamond, from the gem-like quality of the chrystals which are found intermingled with the granite beneath its surface. In approaching the city, you pass Sillery River and Cove, and Wolfe's Cove, where he landed his army to gain the heights of Abraham, about one and a half miles from Quebec. Point Levi appears on the right, a rocky precipice, covered with white dwellings, and commanding the citadel of Quebec from the opposite shore.

QUEBEC*

Is situated upon a high peninsular point of land, at the confluence of the rivers St. Lawrence and St. Charles, the junction of which forms a capacious and beautiful bay and harbor.

From the New Exchange at the extremity of the point on the northeast, the limits of the city jurisdiction extend in a direct line about northwest to a bend in the St. Charles river, near the General Hospital. On the St. Lawrence river the southwest point of the Banlieu is about equi-distant from the Exchange, the whole plat approximating to a triangle, the longest side of which passes a short distance to the west of the Martello Towers, measuring one mile and five furlongs or 2860 yards from the St. Charles to the St. Lawrence.

A straight line drawn from one river to the other, at the Barrier on the south and west, is rather more than a mile in length, and the whole wall is two miles and three quarters in circuit; but including the Citadel, the Esplanade, the different large gardens, and other vacant spaces, a considerable proportion of the interior area within the fortification remains unoccupied for buildings.

The city and environs are thus subdivided: That part which is within the walls is called the Upper Town, and can be approached solely by five gates. On the eastern side of the Cape towards the St. Lawrence, there is only one avenue to enter it, by a circuitous steep hill, through

* For a description of this place, the writer is principally indebted to the "Picture of Quebec," published in that city.

Prescott Gate, which is the chief thoroughfare for all the commercial business of the port, especially during the navigable season; and then Mountain street, as this route is named, presents the appearance of a crowded and active population. On the north of the city, and where the promontory has considerably declined in height, there are two entrances—Hope Gate, not far from the eastern extremity of the rampart, and Palace Gate adjoining the Armory and the Artillery Barracks. These gates are on that side of the city which is washed by the St. Charles. From the land there are two avenues to the interior of the fortifications: that to the east is known as the St. Louis Gate, which conducts by a beautiful road to the Plains of Abraham; the other is at the end of St. John street, and thence denominated St. John's Gate. This is the route through which the chief part of the country trade passes.

The long street from the termination of the Banlieu on the south-west, upon the St. Lawrence, skirting the Cape round to the Wood Yard belonging to the government, including Mountain street to the Prescott Gate, and all the other shorter streets below the hill and the river, are generally denominated the Lower Town. The portion between the road outside of the Gate of St. Louis and that of St. John street, to the line of the Banlieu, is called the suburbs of St. Louis. From St. John street northerly to the Cote St. Genevieve, and returning to the end of the Banlieu, all the buildings are included in the St. John suburbs; and the large district extending from the Wood Yard along by the foot of the hill to the western extremity of the Banlieu, and bounded on the north-

west by the St. Charles river, bears the appellation of the suburbs of St. Roch.

As travellers are generally restricted to time, they have often failed to gratify their curiosity for want of a directory or guide, by which they might with the greatest facility view the most important objects, and also from not having previously obtained a letter of introduction to some respectable citizen who would accompany them in their explorations. To remove these obstacles, the following methodical plan of an excursion through the city and the accompanying descriptions are given. They will be found to be accurate, and will save the tourist from innumerable perplexities, to which he would otherwise be subject.

Taking the Upper Town Market-House as the place of departure, the observer has on the west the ancient Monastery of the Jesuits, now used as the *Barracks* for the troops of the garrison. It is a capacious quadrangular edifice of 75 yards by 67, encircled by a wall which measures on the north the whole length of Fabrique street, and more than 200 yards on Anne street. The area enclosed, and which now is appropriated for the parades and exercise of the troops, was formerly an elegant garden. Fronting on the east side of Market-Place is the principal

Roman Catholic Church, which is open nearly the whole hours of day-light. It is a massive unornamented and spacious stone building. From the vestibule, the body of the interior is subdivided into equal proportions. At the termination of the nave is the grand altar in the middle of the ellipse constituting the sanctum, the walls

of which are ornamented with representations and figures, commingled with various other graphical emblems. Among the pictures are the Conception—the Apostle Paul in his extatic vision—the Saviour ministered unto by angels—the flight of Joseph and Mary—the Redeemer and the cross—the nativity of Christ—the Saviour under the contumelious outrages of the soldiers—the day of Pentecost—and the Holy Family. During the siege of Quebec, in 1759, this church was set on fire by shells discharged from a battery on Point Levi, and all the paintings and ornaments consumed except the first above mentioned, which was afterwards found among the ruins. The avenue north of the church conducts the tourist to

The Seminary, a capacious superstructure of stone, in the form of a parallelogram. It is encircled by a large garden, walled in, measuring in the whole about seven acres. This institution was established in 1663, and was originally designed for the education of ecclesiastics; but this exclusive system was long since abandoned, and it is now open for the reception of all who comply with its regulations. Attached to the Seminary is a museum of natural curiosities; and on the left of the grand entrance from Market-Place is the vestibule of the chapel, in which are a great variety of sacred paintings. From this the tourist can proceed to the church; and thence to the

Place d'Armes, where, on the east of the Pentagon, stood the Castle of St. Lewis, the former residence of the Governor, and which was destroyed by fire in the winter of 1834. On the south side, and nearly adjoining, is the

Court House, a plain neat building of stone, about 140 feet long, and as many broad. It stands where once stood a church belonging to the order of the Recollets, which was burnt in 1796.

On the corner of Fort street, south of the site of the Castle of St. Lewis, is a large building used for public offices, the front room of which on the first story, contains the *Museum* of the "Society for promoting Literature, Science, Arts and Historical Research in Upper Canada." A visit to it will prove extremely interesting. Crossing the Place d'Armes to Des Carrieres street, the visitor will next inspect the

Monument, erected in memory of Wolf and Montcalm. This consists of a base and a pillar, surmounted by a vignette of graphic delineation. The base is about 5 by 6 feet, and the whole height of the monument is 65 feet. It contains two Latin inscriptions. After viewing from the promenade at the exterior of the Governor's quarters the beauteous landscape diverging to the northeast, the visitor will return to St. Lewis street, where, after passing the office of the Commissariat, he will turn by Parloir street, to the

Ursuline Nunnery and Church. This nunnery and the land adjoining it occupy a space of about 7 acres, which is surrounded by a high barrier of stone. This institution was founded in 1639, and the edifice, which is of stone, is 2 stories high, 114 feet long, and about 40 broad. At the east projection is the chapel, about 100 feet long and 50 in breadth, the interior of which is highly decorated. The convent is neat and includes a superior, 42 assistants and 7 novices, the chief employment of whom is the tui-

tion of a large number of girls in common knowledge and other qualifications. They are more rigid and retired than the inmates of any other conventual institution in Canada. Persons of distinction only are permitted to examine the domestic departments; but the Chaplain, whose apartments are on the right of the entrance, permits strangers to examine the church on application to him. Among the paintings there exhibited, are the portraits of some of the Popes—the Birth of Immanuel—the Saviour exhibiting his heart to the Religieuses—the Saviour taken down from the cross—a cargo of Christians captured by the Algerines—Louis XIII. of France—and several devices taken from the scriptures. The altars are highly ornamented and imposing.

Leaving the nunnery, the visitor will next proceed by Anne street, with the south wing of the barracks on his right, to the Presbyterian church. Passing its front he will leave the jail on the right, where he pursues his course to the

Esplanade. If he has no citizen as a companion, and no other mode of visiting the fortification, he should turn up St. Ursule to St. Louis street, and at the military offices request from the adjutant general a card of admission to walk round the interior of the

Citadel. This stupendous fortress circumscribes the whole area on the highest part of Cape Diamond, and not only accommodates the garrison as a residence, parade, &c. but also includes all the materials of war. It perfectly commands the city and river St. Lawrence; and is one of the best specimens of military architecture on the American continent.

Having entered the grand western gate, where the visitor leaves his ticket with a soldier on guard, and examined the edifice, he will first proceed round the course of the citadel to the flag staff and telegraph; thence southerly by the parapet bordering on the river to the machinery at the head of the rail-way, or inclined plane, which is 500 feet long, extending from the wharf to the cape, where its perpendicular elevation is 345 feet above the stream. This rail-way is used by the government alone, to convey stones and other articles of great weight and bulk, for the erection of the fortress.

Having surveyed from the highest point the majestic scene in every diversified aspect of hill and dale, land and water, the visitor will follow the course of the wall on his left hand, until he returns to the same gate, and pursue his walk by it, over St. Louis gate along the Esplanade, until he arrives opposite the church of the Congreganistes, immediately below which is the national school house.

Proceeding along St. John street, he will turn north of St. Stanislaus street, on the east side of which stands Trinity chapel, whence crossing Carleton street, he arrives at the artillery barracks and the armory—the latter of which may be inspected, if a resident of the city be in company.

Opposite the armory is the anatomical room of the medical society. Thence walking up Palace street, on the right hand is St. Helen street, where is Mr. Chasseur's natural museum. Returning into Palace street, the visitor crosses obliquely above to Collins' Lane, in which stands on the left, the

Chapel of the Hotel Dieu. These premises include a large proportion of the northern part of the interior of the city—commencing from the gate of the burial ground on Couillard street and extending to Palace street, with a wall on the north parallel to the fortifications; the whole space occupying about 12 acres. The institution was commenced in 1637, under the auspices of the Duchess of Aiguillon, and was consecrated to the reception and care of the sick, who are indigent and distressed. It is a capacious edifice, the longest portion of which extends nearly 130 yards by 17 in depth, and 3 stories high. On the northwest side from the centre, a range is erected 2 stories high, 50 yards in length, and nearly as many feet broad, plain and unadorned. This wing is appropriated for the patients; the upper story of which is occupied by females. All proper attendance both from the nuns and physicians, is gratuitously administered.

In the convent the sisterhood reside, who now include the superieure, 33 religeuses professes, two novices and 1 postulante. The regularity, neatness and purity with which the establishment is conducted, and the solace of the wretched who find refuge in this hospitable domain, are highly exemplary.

The church of the Hotel Dieu externally is perfectly plain, and the interior is little adorned. The paintings may be examined upon application to the chaplain.

Having completed an examination of the Hotel Dieu, with the surrounding garden, the visitor may next follow Couillard, St. Joachin and St. George's streets to the *Grand Battery* and the ancient palace of the Catholic bishop, now used by the provincial parliament; or he can

return to Palace street, and continue his progress to the gate, where, by passing the guard house and pursuing his walk easterly, he may accurately understand the nature of the defence which the city can make against external assault.

The first house at which he arrives is distinguished as the former residence of the renowned Montcalm. There he may turn to the right, which will lead him to Couillard street, or he can continue his walk passing Hope Gate, until he arrives at the Look-out from the northeast platform of the battery.

In the lower town, the only objects which merit notice, besides the inclined plane or rail-way to the Citadel, are the Exchange Reading Room, and the Quebec Library, which are always open for the admission of strangers, if regularly introduced, and are worthy of inspection.

About 100 yards from the lower end of the rail-way, General MONTGOMERY and his aids with other men were killed on the morning of December 31, 1775, when proceeding to the assault of Quebec. The place may be easily recognized, notwithstanding the alterations which have occurred. At that period a narrow path only was made between the foot of the hill and the river, so that vessels were fastened to the rock by large iron bolts, one of which still remains near the spot where the American General and his advanced party were discomfited. The wharves, houses, &c. all have been long since constructed. At the top of the small ascent on the street immediately below, the small battery had been erected, near the plot where the southerly forge is now stationed. As Montgomery led on the attack, the British retreated be-

fore him. In passing round Cape Diamond, the ice and projecting rocks rendered it necessary for the Americans to press forward in a narrow file, until they arrived at the block house and picket. The General was himself in front, and assisted with his own hands to cut down and pull up the picket. The roughness of the way had so lengthened his line of march, that he was obliged to wait for a force to come up before he could proceed. Having re-assembled about 200 men, he advanced boldly and rapidly at their head to force the barrier. One or two of the enemy had by this time ventured to return to the battery, and seeing a match standing by one of the guns, touched it off, when the American force was within 40 paces of it. This single and accidental fire struck down Gen. Montgomery and his aids, Captain M'Pherson and Captain Cheesman.

The remains of Montgomery were interred by a soldier of the name of Thompson within a wall that surrounded a powder magazine near the ramparts bounding on St. Lewis' gate; and in 1818 were removed to New-York, where they were deposited beneath a monument in front of St. Paul's church.

The PLAINS OF ABRAHAM lie south and west of Quebec. The visitor, on leaving St. Louis gate, should turn up the stairs of the Glacis, continue his course under the citadel, and pursue a path to the right. At the termination of the enclosure, the bank is ascended to the Plains of Abraham, near the spot where Wolfe died. The large house at a distance in the front is erected on the site of a French redoubt, which defended the ascent from Wolfe's cove, and was the primary object of assault and capture, after the

top of the hill had been gained by the British troops. The precipice at the cove, from 150 to 200 feet in height, and full of projections of rocks and trees, seemed to be rendered almost impassable. General Wolfe, however, with unparalleled fortitude, led the way in the night, (Sept. 12, 1759,) through a narrow path winding obliquely up the hill, which, with the assistance of boughs and stumps, enabled him and his troops to gain the summit. Here, by day-light the next morning, they were formed in line of battle, in readiness to meet the enemy.

General Montcalm, on receiving information that the British had possession of the heights, broke up his camp at Beaufort, crossed the St. Charles river, and at about 10 o'clock in the morning commenced the attack. After a desperate struggle of about two hours, in which both commanders had been mortally wounded, the French gave way and left the field in possession of the victors.

Wolfe fell at the critical moment that decided the victory. He was wounded in the early part of the engagement by a bullet in his wrist—soon after by a ball which passed through his groin—and it was not until a third had pierced his breast, that he suffered himself to be carried from the field. "I die happy," was his exclamation, when in the arms of death he heard the joyful shouts of victory.

The *Martello Towers*, consisting of four circular forts, are situated at the northern extremity of the Plains of Abraham, about half a mile in advance of the exterior grand wall of the fortifications. They are numbered from the river St. Lawrence to the General Hospital, and guard the approaches to the city on the south and west.

They are nearly 40 feet in height, with a base diameter almost equal; and the exterior wall is of ample strength to resist a cannonade.

The FALLS OF MONTMORENCI are situated about 8 miles northeast of Quebec, on the river of the same name, near its junction with the St. Lawrence. These falls pour over a perpendicular precipice 240 feet in height, and may almost compare in beauty and grandeur with the cataract of Niagara.

The effect from the summit of the cliff is awfully grand and sublime. The prodigious depth of the descent of the waters of this surprising fall; the brightness and volubility of their course; the swiftness of their movement through the air; and the loud and hollow noise emitted from the basin, swelling with incessant agitation from the weight of the dashing waters, forcibly combine to attract the attention, and to impress the mind of the spectator with sentiments of grandeur and elevation. The breadth of the fall is 100 feet; and the basin, which is bounded by steep cliffs, forms an angle of forty-five degrees. When viewed from the beach, the cataract is seen, with resplendent beauty, to flow down the gloomy precipice, the summit of which is crowded with woods. The diffusion of the stream, to the breadth of 1,500 feet, and the various small cascades produced by the inequalities of its rocky bed, on its way to the St. Lawrence, display a very singular and pleasing combination.

Remains of entrenchments and fortifications erected during the French war are still to be seen near the falls. A battery occupied by Gen. Wolfe, in June, 1759, on the precipice north-east of the falls, is yet visible. The

French occupied the opposite bank; and Wolfe attempted to storm their works by fording the river below the falls and ascending the heights. Without forming in a regular manner, and without waiting for additional reinforcements which were on their way from Point Levi, Wolfe's men rashly ascended the hill, eager for the onset, and were cut down by the French artillery and musquetry, and obliged to retreat. The English loss was about 500; while that of the French was trifling. A storm coming on, further attempts to dislodge the French were abandoned. The British afterwards ascended the river, and the action on the Plains of Abraham, which has already been noticed, took place in the month of September following.

There are three points which afford the best views of the Falls. 1. From the upper window of the mill, whence the projecting leap is safely seen. 2. Having crossed the bridge, the visitor proceeds along the brow of the hill until he arrives nearly in front of the whole cataract; from this summit, the view, with the concomitant circumstances, inspire commingled emotions of awe, terror and astonishment. From the same spot there is a lucid and beauteous prospect of Quebec, with its encircling scenery; and with an ordinary magnifying glass, the observer can discern all the prominent objects—the steeples, towers, fortifications, principal edifices, the shipping, the course of the St. Lawrence, until it is lost among the hills—Point Levi and its vicinity—the north side of the island of Orleans—the point of Angel Garden —and the shores of the river as far as Cape Tourment. 3. Hence the visitor descends the hill, and pursuing its

course to the right, he may ordinarily advance to the rock which interrupts the turbulence of the stream when discharged into the chasm. In the view from below, the most vivid impressions of this gorgeous cascade are produced; and travellers who do not thus survey the falls, can form only a faint and incorrect idea of its apparently changing effect.

At a considerable distance above the Falls, the channel of the river is contracted between high vertical rocks, and the water rushes with proportionate velocity. In one part, at about half a mile from the bridge, cascades of three or four yards in depth are adjacent to two fine geological curiosities, familiarly denominated the *Natural Steps*, which appear to have been formed by the attrition of the stream, occasioned by the melting of the snows and the augmented rapidity of the flood. Many of these steps are so regular, that they almost develope the process of human art. The perpendicular attitude of the rocks on the east side—the tree-crowned summit—the uniformity of appearance, resembling an ancient castle wall in ruins—the precipices on the western bank—and the foaming noisy current, pourtray a romantic wildness, which is highly attractive. Observers are amply remunerated for their walk, as conjoined with this interesting object, they witness the continuous descent and the accelerating force and celerity with which the river is propelled to the point, whence it is precipitated into the St. Lawrence.

LORETTE, an Indian village, about 8 miles from the city, can be taken in the route to or from the falls of Montmorenci. It is built upon an elevated situation,

whence there is an extensively varied and agreeable landscape, in many points similar to that from Cape Diamond, but also including some interesting novelties of outline. It exhibits a bold and beautiful view of Quebec and its suburbs, and in its extent it is bounded solely by the distant southern mountains. The Indian inhabitants of the village retain many of the prominent characteristics of the aboriginal roamers of the forest, combined with vicious habits contracted by their proximity to a large sea-port, and their intercourse with its migratory population. At this village is a very charming view of the river St. Charles, tumbling and foaming over the rocks and ledges to a great depth. The rugged and perpendicularly elevated woody cliffs, in connection with the impetuous rush of the waters, although circumscribed in extent, and therefore affording no expanded prospect in immediate front, yet, as seen from the Saw-Mill, and from the bank and the bridge at the head of the dell, in its different positions and aspects, constitute an object which, when contrasted with the more majestic cataracts of Montmorenci and the Chaudiere, or recollected in combination with them, furnishes in memorial an addition to the varieties which those stupendous natural curiosities embody.

The CHAUDIERE FALLS can be approached by land or water. The former is generally preferred, the distance to the mouth of the Chaudiere being nine miles from Quebec. Thence visitors can cross at the ferry and take an indirect path to the west bank of the river, or diverge from the St. Lawrence some distance north of the Chaudiere, and arrive within a short walk of the falls on the eastern bank. The river at the cascade is much com-

pressed, being only about 400 feet across; and the depth into the *Pot*, as it is usually termed, is about 135 feet. Many rocks divide the stream, precisely at the fall, into three chief currents, of which the westerly is the largest —these partially reunite before their broken and agitated waves are received into the basin; where each dashing against the other maintains a turbulent whirlpool. The form of the rocks forces a part of the waters into an oblique direction, advancing them beyond the line of the precipice, while the cavities in the rocks increase the foaming fury of the revolving waters in their descent, displaying globular figures of brilliant whiteness, which are richly contrasted with the encircling, dark and gloomy cliffs, while the ascending spray developes all the variety of the coloured cloudy arch, and enlivens the beauty of the landscape: the wild diversity of rocks, the foliage of the overhanging woods, the rapid motion, effulgent brightness and the deeply solemn sound of the cataracts, all combining to present a rich assemblage of objects highly attractive, especially when the visitor, emerging from the wood, is instantaneously surprised by the delightful scene. Below, the view is greatly changed, and the falls produce an additional strong and vivid impression. If strangers only view the falls from one side of the river, the prospect from the eastern shore is recommended as preferable.

The Montmorenci and Chaudiere Falls, the village of Lorette and Lake St. Charles, together with the scenery of Orleans, a beautiful island six miles down the St. Lawrence, Beaufort and Point Levi, will always afford interesting excursions to the tourist at Quebec.

The St. Lawrence below Quebec.—Those who have not seen this part of this greatest of the navigable rivers in the world, can form but a very imperfect idea of its grandeur, and the magnificence of its scenery. Above the island of Orleans, the St. Lawrence is comparatively confined to a narrow channel passing through a level country, offering much sameness on the south shore, with the mountains on the north, too distant to produce much effect. The views on the great Lakes of the St. Lawrence in the Upper Province, stretching out of sight of land, differ little from those on any extended sea coast studded with islands, and bordered with towns and habitations.

The St. Lawrence below the Island of Orleans, from many points on its northern banks, lays open to the view a hundred miles of a river varying from twenty to twenty-five miles in width, the whole course and coast of which, in this clear atmosphere, can be distinctly discerned. Beautiful islands covered with neat dwellings and cultivated fields, contrast with those that are of bare rock, or covered with wood; the crowded settlements, the villages and distant highlands on the south shore, are opposed to the bold and lofty mountains of the north, crowned with the native forests, and impending over the margin of the river, while the valleys formed by the streams and torrents of these mountain regions, leave openings in which the village spires are discernible in front of the bare, rugged and stupendous ranges in the interior. In other places the settlements extend nearly to the tops of the mountains, presenting to the view neat dwellings, luxuriant harvests, and green fields, etched out on the face of

the wildest of nature's domains. Along the main channel of the river, numbers of the thousands of vessels which frequent Quebec during the season of navigation, are continually passing up or down under crowded sails, or quietly anchored, waiting the tides or winds, and from behind every cape and promontory, among the islands, and in every bay and creek, the smaller vessels and boats are constantly plying in the industrious pursuits of the inhabitants, or on excursions of social intercourse. It is a scene which elevates the mind to devout contemplation, and a just appreciation of the benefits of peaceful industry.

The inhabitants of this part of the St. Lawrence are estimated at about 100,000.

The SAGUENAY, which enters the St. Lawrence on its northern shore, about 100 miles below Quebec, is one of the most extraordinary rivers in the world. It is the grand outlet of the waters from the Saguenay country into the St. Lawrence, and although only a tributary stream, has the appearance of a long mountain lake, in an extent of fifty miles, rather than that of a river. The scenery is of the most wild and magnificent description. The river varies from about a mile to two miles in breadth, and follows its impetuous course in a south-east direction, through a deep valley formed by mountains of gneiss and sienitic granite, which in some places rise vertically from the water side to an elevation of two thousand feet.

There is a feature attending this river, which renders it a natural curiosity, and is probably the only instance of the kind. The St. Lawrence is about eighteen miles wide at their confluence, and has a depth of about two hundred and forty feet. A ridge of rocks below the sur-

face of the water, through which there is a channel about one hundred and twenty feet deep, lies across the mouth of the Saguenay, within which the depth increases to eight hundred and forty feet, so that the bed of the Saguenay is absolutely six hundred feet below that of the St. Lawrence into which it falls, a depth which is preserved many miles up the river. So extraordinary a feature could only occur in a rocky country, such as is found in some parts of Canada, where the beauties of nature are displayed in their wildest form. The course of the tide, meeting with resistance from the rocks at the mouth of the Saguenay, occasions a violent rippling or surf, which is much increased and exceedingly dangerous to boats during the ebb tide. The extraordinary depth of the river, and the total want of information concerning it, has given rise to an idea among the credulous fishermen, of its being in many parts unfathomable. This effect is admissible on uninformed minds, for there is always an appearance of mystery about a river when its water is even discoloured so as to prevent the bed from being seen, and the delusion is here powerfully assisted by the lofty overshadowing precipices of either shore.

Following the course of the river upwards, it preserves a westerly direction to the distance of 60 miles, in some parts about half a mile broad, in others expanding into small lakes, about two miles across to their borders, being interspersed with a few low islands. In the narrow parts of the river, the depth at the distance of a few yards from the precipice forming the bank is six hundred feet, and in the middle of the river it increases to nearly nine hundred. Here the navigation is suddenly terminated by a succes-

sion of falls and rapids, near which is situated the trading port of Chicotimy. At this place there is an old church, built about two centuries ago by the Jesuits, who were active in civilizing the native Indians. The church is still kept in decent repair by the Indians, and is annually visited by a missionary priest. These people are few in number and are not to be met with between this trading post and the mouth of the river. A fine tract of country commences here, intersected by several rivers issuing from Lake St. John, distant abont sixty-seven miles farther to the westward. The little communication which is carried on with this lake is, by means of these rivers, in bark canoes and batteaux and flat bottomed boats of the country; but it is subject to much interruption from the portage or carrying places necessary to avoid the numerous falls in them. The tide of emigration is directed in this quarter.

It was in this river that the ships of the French squadron found a secure retreat, at the memorable siege of Quebec under Gen. Wolfe.

At the mouth of the St. Lawrence, 360 miles below Quebec, the river is 100 miles wide. It here connects with the Gulf of St. Lawrence, 350 miles long and 150 wide, which communicates with the Atlantic by three different passages.

FROM QUEBEC TO MONTREAL.

In returning to Montreal, the traveller (as before remarked) should, if practicable, take a boat at such an hour, as to give him a chance of viewing by day-light on

the river the scenery which, in descending, was passed in the night.

The approach to Montreal in ascending the river is extremely beautiful. The mount behind the city clothed in a rich and unbroken foliage, the numerous adjacent country seats, the spires and edifices of the city, and the beautiful woody island in front, all conspire in presenting a rich and truly diversified landscape, and one that will not be easily effaced from the memory. [*For a description of Montreal, see p.* 251.]

FROM MONTREAL* TO WHITEHALL

Is 178 miles, and the intervening distances are as follows:

	Miles.		Miles.
By steamboat.		Plattsburgh,.....	15 75
From Montreal to		Port Kent,.....	15 90
La Prairie,.....	7	Burlington,.....	11 101
By rail road.		Split Rock,.....	12 113
St. Johns,.....	17 24	Essex,.....	2 115
By steamboat.		Basin Harbor,.....	12 127
Isle Aux Noix,.....	14 38	Crown Point,.....	12 139
Rouse's Point,.....	10 48	Ticonderoga,.....	12 154
Chazy,.....	12 60	Whitehall,.....	15 178

La Prairie, 7 miles from Montreal, is reached by steamboat. It is a village of between two and three hun-

* At Montreal a stage can be taken for Danville, Vt. distant 100 miles; thence to the Notch in the White Mountains, 28 miles; thence to Concord, N. H., 75 miles; and thence to Boston, 68 miles. The whole route is performed in four days. [*For a description of the White Mountains, see "Route from Burlington to Boston."*]

dred houses, and is the grand thoroughfare of trade between Montreal and St. Johns.

The La Prairie and St. Johns Rail Road commences at this place and extends to St. Johns, the terminating point of steamboat navigation on Lake Champlain. The road, which is 17 miles long, is very straight, and over a remarkably level country; and the time usually employed in passing over it by steam is one hour.

St. Johns, 17 miles. This place was an important post during the French and Revolutionary wars. In the latter it was taken after a gallant defence, by General Montgomery, as was also Chambly. It contains, at present, 150 houses and 1000 inhabitants. Though a place of considerable business, it possesses nothing in its appearance or accommodations inviting to a stranger. Steamboats leave St. Johns daily for Whitehall, and touch at all the intermediate places on the lake. Fare through, $5.

LAKE CHAMPLAIN

Forms part of the boundary line between the states of New-York and Vermont. Its length is 140 miles, and the greatest breadth 14. A great proportion of the lands on the margin of the lake are still unredeemed from a state of nature, and in some places, particularly at the north end, are low and marshy. After entering the territories of the United States, the country is more populous, and under a better state of improvement. The villages seen from the lake all exhibit a cheerful and thriving appearance. The lake properly terminates at Mount Independence; whence to Whitehall, a distance of 23

miles, it assumes the appearance of a river, in which little more than room is left at any point to turn the boat. The history of Champlain involves many interesting events associated with the French and Revolutionary wars. During those periods several fortifications were constructed, which have since undergone some repairs, but are now in a state of decay. The ruins of the ancient fortress at Ticonderoga and Crown Point are still visible.

Isle Aux Noix, 14 miles from St. Johns. This is a strong military and naval post possessed by the English. The works are generally in good preservation; and are occupied by a small military corps. In the expedition against Canada in 1775, the troops under Generals Schuyler and Montgomery went down the lake in rafts and landed at this island, whence they proceeded to St. Johns. The other detachment, under General Arnold, marched by land through the present state of Maine (then a wilderness) to Quebec.

Rouse's Point, at the outlet of Lake Champlain, and 10 miles from the Isle Aux Noix, contains strong stone fortifications, erected by the United States, but which by the decision of the commissioners appointed to settle the boundary line between the American and British governments, fell within the territories of the latter.

The village of Plattsburgh, 27 miles further, is handsomely located at the mouth of the Saranac river, on the west side of Lake Champlain. It contains about 350 dwellings, besides the court house and prison for the county, a bank and several churches. The number of inhabitants is about 3000. This place is rendered cele-

brated by the brilliant victory of M'Donough and Macomb, over the British land and naval forces under Sir George Provost and Commodore Downie. The naval engagement took place in front of the village, which overlooks the extensive Bay of Plattsburgh for several miles. Here the American Commodore waited at anchor the arrival of the British fleet, which appeared passing Cumberland Head, about 8 in the morning of the 11th September, 1814. The first gun from the fleet was the signal for commencing the attack on land. Sir George Provost, with about 14,000 men, furiously assaulted the defences of the town, whilst the battle raged with increasing ardor between the fleets, then contending in full view of the respective armies. General Macomb, with his gallant little army, consisting of about 3000 men, mostly undisciplined, foiled the repeated assaults of the enemy, until the capture of the British fleet, after an action of two hours, obliged him to retire, with the loss of 2500 men, together with considerable baggage and ammunition. The American force on the lake consisted of 86 guns and 820 men; and was opposed to a force of 95 guns and 1050 men. Thus ended the affair at Plattsburgh, no less honorable to American valor than disastrous to the British arms. Commodore Downie was killed in the engagement. He was represented as a brave and skilful officer; but was opposed to the method of attack on the American flotilla.

A monument erected to the memory of Commodore Downie, in the church yard at Plattsburgh, contains the following inscription:

"Sacred to the memory of GEORGE DOWNIE, Esq. a Post Captain in the Royal British Navy, who gloriously fell on board his B. M. S. the Confiance, while leading the vessels under his command to the attack of the American flotilla at anchor in Cumberland Bay, off Plattsburgh, on the 11th September, 1814. To mark the spot where the remains of a gallant officer and sincere friend were honorably interred, this stone has been erected by his affectionate sister-in-lay Mary Downie."

The remains of a number of officers of both armies, who fell in the engagement, repose near the Commodore, with no monument to inform the stranger, and with no record but tradition to denote the spot of their interment. East of Downie are five graves, occurring in the following order: commencing south—Captain Copeland, an American officer—Lieut. Stansbury, of the American navy—Lieut. Runk, of the American army—Lieut. Gamble, of the American navy—and a British Sergeant. On the north side of Downie are the remains of the British Lt. Col. Wellington—on the south two British Lieutenants—on the west, Captain Purchase and four other officers, three of whom were British.

The traveller will find many objects of interest at Plattsburgh, which will warrant his continuance there for one or two days. A short distance from the village are the cantonment and breast works occupied by General Macomb and his troops during the last war. A mile north is shown the house possessed by Gen. Prevost as his head quarters during the siege in 1814; between which and the village, the marks of cannon shot on trees and other objects, are still visible. Farther onward, about 5 miles,

on a hill overlooking the village of Beekmantown, is shown the spot where a sanguinary engagement took place between the American and British troops, which resulted in the death of the British Col. Wellington, and several men of both armies. Col. W. was killed in the centre of the road, about equidistant from the summit and foot of the hill.

McDonough's Farm, granted by the legislature of Vermont, lies on Cumberland Head, nearly east of Plattsburgh; a ride to which, around the bay, in the warm season, is refreshing and delightful.

PORT KENT, 15 miles southerly from Plattsburgh by water, and 15 by land. It contains a few buildings and a wharf, at which passengers are landed from the steamboat. From this place may be seen, on the north, the Isle la Mott, 26 miles distant, Grand Island, the Two Sisters, Point la Roche, Cumberland Head, and Belcore and Macomb Islands; on the east, Stave, Providence and Hog Islands, Colchester Point, and the Green Mountains of Vermont; on the south, the village of Burlington, about 11 miles distant, with the high peak called the Camel's Rump; the whole forming a most delightful and pleasant landscape not excelled at any other point of the lake passage. Three miles west from Port Kent, are the celebrated

ADGATE'S FALLS. They are situated on the river AU SABLE, and take their name from a person residing there, who is the proprietor of some valuable mills in the vicinity. The water pours over a precipice about 80 feet in height, into a narrow channel of the river, the banks of which

consist of rock, rising perpendicularly to the height of from 60 to 100 feet. At what is called the

HIGH BRIDGE, about half a mile below the falls, the channel is narrowed to 27 feet. The height of the rocks here, which are perpendicular, is 93 feet, and the water 35 feet deep. Over this chasm a bridge was once erected, by throwing timbers across; but it has since decayed. The sensations produced on looking into this gulf are terrific, and the stoutest heart involuntarily shrinks from the contemplation. There is an indifferent road from the falls to the High Bridge, but, with this exception, the spot is yet a wilderness.

About 4 miles in a westerly direction from this, is the thriving village of KEESEVILLE, which contains several manufactories, a bank, and a number of handsome residences. It is a place of much enterprise, and is destined to become a large town.

BURLINGTON* is situated on the east side of Lake Champlain, about 24 miles southeast of Plattsburgh. This is one of those beautiful villages which so often attract the notice of a stranger in the New-England states. The ground rises with a moderate ascent from the lake, and presents a slope covered with handsome houses and trees. On the highest part of the eminence, which is 330 feet above the level of the lake, stands the University of Vermont. This summit commands a noble view of the lake and the adjacent country, for many miles. There are

* Travellers designing to visit Boston, frequently take a stage at this place, on a route which is noticed in a subsequent part of this work.

here about 350 houses and stores, two banks, a court house, jail, and several churches. About 12 miles from Burlington, in the town of Willsborough, (N. Y.) is what is called the

SPLIT ROCK. This curiosity is a part of a rocky promontory projecting into the lake, on the west side, about 150 feet, and elevated above the level of the water about 12 feet. The part broken off contains about half an acre, covered with trees, and is separated from the main rock about 20 feet. The opposite sides exactly fit each other—the prominences in the one corresponding with the cavities in the other. Through this fissure a line has been let down to the depth of 500 feet without finding bottom.

CROWN POINT is situated 36 miles from Burlington, on the west side of Lake Champlain. It is formed by an extensive deep bay on the west, skirted by a steep mountain, and on the north and east by the body of the lake. The elevated plain was first occupied by the French, in 1731, as a military position, and abandoned by them in 1759, when Gen. Amherst took possession of it, and built Fort Frederick. The ruins of this fort may still be traced, being situated directly opposite to Chimney Point on the south side of the bay. After the peace of 1763, it was occupied by a subaltern and a mere safe-guard, until it was burnt by accident some time previous to the American revolution. In 1775 it fell into the hands of the Americans, and was afterwards evacuated by them, on the advance of Burgoyne, in 1776. A few years since a number of British guineas were found here, from the accidental crumbling of the earth from the banks where they had been deposited.

TICONDEROGA, which has already been noticed, (see p. 157,) is situated 15 miles south of Crown Point, and 24 miles north of Whitehall.

One mile from Ticonderoga is MOUNT INDEPENDENCE, on the east side of the lake; near the foot of which the remains of a small battery are still to be seen. What was called the Horse-Shoe battery was on an elevation about a quarter of a mile in the rear.

Nine miles farther, the lake is contracted into four narrow channels, bounded on the west and east by lofty mountains.

SOUTH and EAST BAYS are soon reached, each of about 5 miles in extent. The former was taken by Gen. Dieskau and his army, in their route towards Fort Edward in 1755. From the latter bay to Whitehall, the passage is extremely narrow and of a serpentine course, and cannot be pursued in safety during a dark night.

WHITEHALL,* terminates the steamboat navigation of Lake Champlain. It is an incorporated village situated on the west bank of Wood creek at its entrance into the lake, 73 miles north of Albany, and contains about 250 dwellings and stores, and 2000 inhabitants. The situation of this place is low and unpleasant. It derives its principal consequence from the navigation of the lake, which is passable for sloops of 80 tons burthen, and from the Champlain canal, which here enters the lake. Burgoyne occupied this place for a short time, preparatory to

* A route from this place to Boston is noticed post, p. 306.

his march to Saratoga; and on the heights, over the harbor, are the remains of a battery and block house.

THE CHAMPLAIN CANAL,

Commencing at Whitehall, proceeds south 5 1-2 miles, when it enters Wood creek, a narrow, sluggish stream, averaging 15 feet in depth. The creek is connected with the canal, and is rendered navigable for boats for about 6 1-2 miles to Fort Ann village. Thence the canal proceeds through Fort Ann, Kingsbury and Fort Edward, to Fort Miller falls, below which the canal enters the Hudson river, which is made navigable 3 miles to Saratoga falls, where the canal is taken out of the river on the west side, and proceeds through Saratoga, Stillwater and Half-moon to Waterford, where it enters the Hudson, and by a branch canal enters the Mohawk, which it crosses by a dam and continuing 3-4 of a mile, joins the Erie canal in the town of Watervliet. The whole length of the Champlain canal is 63 miles. The cost to the state, exclusive of the feeder from Glen's Falls, was $875,000.

The intervening distances on the canal between Whitehall and Albany are as follows:

	Miles.		*Miles.*
Fort Ann,.....	12	Stillwater V.....	3 50
Sandy Hill, ...	8 20	Mechanicsville,....	3 53
Fort Edward,.....	2 22	Waterford,.....	8 61
Fort Miller Falls,..	8 30	Watervliet, ...	2 63
Saratoga Falls,....	3 33	Gibbonsville, ...	2 65
Schuylerville,.....	2 35	Albany, ...	6 71
Bemus' Heights,...	12 47		

FROM WHITEHALL TO TROY AND ALBANY.
BY STAGE AND RAIL ROAD.

Stages leave Whitehall every morning on the arrival of the Champlain steamboats, and reach Saratoga Springs in time to dine; whence the rail road is taken for Troy or Albany immediately after dinner. The whole distance to the former place is 70 miles—to the latter 76, and the intermediate distances as follow:

	Miles.	
By stage.		
From Whitehall to Fort Ann,.....	11	
Sandy Hill, ...	10	21
Fortville, ...	7	28
Wilton,.....	4	32
Saratoga Springs,..	7	39

	Miles.	
By rail road.		
Ballston Spa,*.....	7	46
Ballston Lake, ...	5	51
Schenectady,.....	10	61
Buel's farm,.....	12	73
Albany, ...	3	76

The route is in a southern direction near the line of the canal, until reaching Fort Ann; half a mile north of which place, at an elbow made by Wood creek, leaving barely room between the creek and a precipitous hill for the road, a severe engagement took place in 1777, between a detachment of Burgoyne's troops and a party of Americans, under the command of Col. Sterry, who were on their retreat from Ticonderoga. The Americans were on the plain south of the hill, which served as a cover to the British. Their fire on Sterry's forces below was destructive, and compelled him to abandon his position.

The village of FORT ANN, 11 miles from Whitehall, contains 70 or 80 houses, and is loacated on the site of

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* For a description of the rail road route to Troy, see p. 127 to 132.

the old fort erected during the French war. It was at the north part of the village on the bank of the creek.

Burgoyne's road, commencing about 2 miles south of the village, and pursuing nearly the course of the present road, is still visible. It was a causeway, formed by logs laid transversely, a labor which became necessary in conveying his cannon and baggage waggons to Saratoga.

SANDY HILL, 10 miles farther. (*See p.* 149.)

FORTVILLE, a small village in the town of Moreau, is 7 miles farther. About half a mile west of the village, there is a large spring, which ebbs and flows regularly with the tide. It rises through a body of beautiful fine sand, containing yellow particles of a metalic substance, and has been found to answer every purpose of the purest emery. It partakes, also, so much of the character of quick sand, that every weighty substance placed in the spring, even the longest sticks of timber, are soon drawn beneath the suface. Falling, or even stepping into the fountain, therefore, is considered extremely dangerous. At low water, the surface is nearly dry; but at high tide, the water is seen boiling up at several points, covering an area of near a quarter of an acre.

About a mile south of Fortville, the stage passes over an eminence, which affords a beautiful view of the Green Mountains of Vermont at the east and the intermediate country; three miles from which is Wilton church; whence to Saratoga Springs is 7 miles. [*For a description of the latter place, together with the routes by rail road to Troy and Albany, see p.* 119 *to* 144.]

ROUTES TO BOSTON.

These are so various, that the traveller may always be governed by his own taste and judgment in a selection. The route from Albany has been chosen by many on account of enjoying in the excursion a visit to the Lebanon Springs, and several of the populous and wealthy towns in the interior of Massachusetts; while others have preferred a course which should embrace the rich mountain scenery of Vermont and New-Hampshire, commencing their excursions either at Saratoga Springs, Whitehall or Burlington. We therefore subjoin a description of the different routes.

FROM ALBANY TO BOSTON,

Via New Lebanon—167 *miles.*

The intermediate distances are as follow:

	Miles.	
By stage.		
Schodack,	5	
Nassau,	12	17
New Lebanon,	8	25
Pittsfield,	9	34
Dalton,	6	40
Peru,	7	47
Worthington,	8	55
Chesterfield,	9	64
Northampton,	13	77
Hadley,	2	79
Belchertown,	10	89
Ware,	9	98
Brookfield,	8	106
Spencer,	7	113
Leicester,	5	118
Worcester,	6	124
By rail road.		
Boston,	43	167

ALBANY, (*see p.* 116.)

NEW LEBANON, is a pleasant village in the town of Canaan, N. Y. bordering on Pittsfield, Mass. and is 25 miles from Albany. It contains a mineral spring of considerable importance, which is much frequented in the summer months by invalids. It is principally used for

the purpose of bathing; but is much inferior to the Saratoga waters either as a medicine or beverage. The fountain issues from the side of a high hill, in great abundance, discharging at the rate of 18 barrels per minute; and is used as a feeder for several mills. The water is remarkably pure and soft, and is perfectly tasteless and inodorous. Gas, in considerable quantities, escapes from the pebbles and sand, and keeps the water in constant motion. It contains small quantities of muriate of lime, muriate of soda, sulphate of lime, and carbonate of lime; and its temperature is 73 degrees of Fahrenheit.

Convenient bathing houses are kept in readiness at all times for the accommodation of strangers; and there are a number of boarding establishments which, at different rates, afford proportionate fare. Among these, the Navarino Hotel is a spacious and well furnished establishment, calculated to accommodate from 100 to 150 guests.

Near the spring is what is called the Shakers' Village, containing a number of neat plain buildings, generally painted yellow. The property of this society is held in common; and they are said to possess nearly 3000 acres of fertile land. Besides agricultural pursuits, they carry on several branches of manufactures, which are distinguished by excellence of workmanship. The singular regulations and ceremonies of these people, constitute an object of attention to tourists. Nine miles from New Lebanon is the village of

PITTSFIELD, rendered elegant from its local situation, and from the neatness of its buildings. The village contains from 150 to 200 houses, a bank, a medical college

containing one of the best anatomical museums in the U. States, an academy and several stores. Here are annually held the cattle show and fair of the celebrated Berkshire Agricultural Society, which has been incorporated by act of the legislature; and which has done more towards improving the condition of agriculture than any other institution of the kind in the union. The show and fair, which occupy two days, never fail to impart an unusual degree of interest, and are always attended by immense crowds of citizens.

NORTHAMPTON is 43 miles from Pittsfield, and is one of the finest towns in New-England. It is situated a mile and a half west of Connecticut river, and was settled as early as the year 1654. It contains 2 academies, several churches, a bank, court house, jail, and 350 dwellings, some of which are very elegant. Here are also several manufactories, and the place exhibits an unusual degree of enterprise and wealth. The *Farmington and Hampshire canal* commences at this place, and extends to New-Haven, Conn. 87 miles. Over the Connecticut river, there is a substantial bridge, 1080 feet long, resting on 6 stone piers.

MOUNT HOLYOKE, in the vicinity of Northampton, is much frequented by tourists. It is on the east side of the river, nearly opposite the town. The height of the mountain above the level of the river is 1070 feet. In consequence of the resort to this place, which has not been less than from 2000 to 5000 annually, two buildings have been erected on its summit for the purpose of accommodating visitors with refreshments. The beautiful and extensive prospect afforded from the top of the mountain,

will amply compensate the labor and difficulty of the ascent. The view embraces eminences 160 miles apart, with several beautiful villages and a rich and fertile country intervening, and is said to be unrivalled in the eastern states.

HADLEY, 2 miles from Northampton, is one of the oldest towns in the state. It was the head quarters of the army employed for the defence of the towns on the Connecticut river, in the war with Philip in 1675–6; and was, for a long time, the place of residence of the two regicides or judges, Whalley and Goffe, in the time of Charles II. On the town being attacked by the Indians during this war, a stranger, venerable in appearance, and differing in his apparel from the rest of the inhabitants, suddenly presented himself at the head of the colonial troops, and encouraged them by his advice and example to perseverance in defending the place. To his experience in military tactics and courage, in a great measure, was a defeat of the Indians attributable. When they retreated, the stranger disappeared; and in those times of superstition it was verily believed by many that he was the *guardian angel* of the place. But he was no other than Col. Goffe, who seeing the village in danger, left his concealment to unite with its inhabitants in a vigorous defence.

In connection with the history of this place, the following biographical sketch of Goffe, Whaley and Dixwell will prove interesting:

On the restoration of the English monarch, Charles II. in 1660, several of the judges who sat on the trial of Charles I. were seized, condemned and executed. Others, foreseeing the result, escaped. Whalley and Goffe, two

of the number, came to Boston; where, for a time, they received the hospitality due to their rank. But on learning that several of the regicides had been executed, and that Whalley and Goffe had not been included in the act of pardon, the people who had harbored them began to be alarmed; and the two judges abruptly departed for Connecticut. Subsequently, the King's proclamation was received, requiring their apprehension. They, however, eluded the vigilance of their pursuers, by secreting themselves in a cave and other secret places at New-Haven, where they continued between 3 and 4 years, until their retreat was discovered by the Indians. Finding that they could no longer remain at New-Haven in safety, and that a vigilant search for them was still continued, they resolved to remove into a more secluded part of the country. A friend had succeeded in inducing the Rev. Mr. Russell, of Hadley, to receive them; and after a toilsome journey by night, they reached his house in October, 1664. In a chamber of this house, (which was situate on the east side, and near the centre of the present main street,) having a secret passage to the cellar, they remained undiscovered for 15 or 16 years. During this period Goffe held a correspondence with his wife in England, under an assumed name; and in a letter of April, 1679, it is stated that Whalley had died some time previous, at Mr. Russell's. His bones were discovered not many years since in a sort of tomb adjoining the cellar wall of Mr. Russell's house.

Not long after Goffe and Whalley arrived at Hadley, they were joined by Col. John Dixwell, another of the judges. After remaining some time, he went to New-

Haven, assumed the name of Davids, was married, had several children, and his real name was not known until his death in 1689. He was buried in the church-yard at that place; where a coarse stone still marks the spot of his interment, with this inscription: "J. D. Esq. deceased, March 18, in the 82d year of his age—1688–9."

After the death of Whalley, Goffe travelled to the south, and no certain information relative to his fate has ever been obtained.

From Hadley to BELCHERTOWN, a pleasant village, is 10 miles, and thence to

WARE FACTORY VILLAGE, is 9 miles farther. This place, located on the Ware river, has attained an astonishing growth within 6 or 8 years. There are few places in the country exhibiting so barren and rugged a soil as the site and lands adjacent to this flourishing little city in miniature. As you approach from the west or east, it bursts upon the view with its long range of manufactories, its neat white houses, and glittering spires, producing the same sensation in the bosom, as the prospect of a beautiful garden in the midst of a desert. It contains several public buildings which would be an ornament to our most flourishing inland towns of more ancient date.

BROOKFIELD, 8 miles from Ware, is a handsome town, though very little improved by any recent additions of buildings. This place was burnt by the Indians in 1675. On the first alarm, the inhabitants, in all about 70, repaired to a house slightly fortified externally with logs, and internally lined with feather beds, to check the force

of musketry. This spot was soon surrounded by the enemy, and a constant fire poured upon it in all directions. But the well directed shots of the besieged kept the Indians at a considerable distance. Various devices were used by the latter for burning the building; but their plans were thwarted by the whites, aided by a plentiful shower of rain. The attack continued for three days; when the appearance of a body of troops from Lancaster induced the Indians to seek their own safety in a precipitate retreat. All the buildings in the vilage except the one fortified, were destroyed. Only one of the inhabitants, however, was killed; while the loss of the Indians was 80.

LEICESTER, 12 miles. The village contains an academy, 3 churches and about 80 dwellings. The principal employment of the inhabitants is the manufacture of cotton and woollen cards; of which a very large amount is annually made.

WORCESTER, (6 miles,) is one of the oldest and most important towns in the state. It contains from four to five hundred houses, generally well built, a bank, a court house, jail, and several public buildings. A newspaper which was commenced by Isaiah Thomas some time previous to the revolutionary war, is still published here, and is one of the oldest papers in the Union. Mr. Thomas was the author of an elaborate history of the art of printing, and continued to reside here until his decease, a few years since. He erected in the village, at a very considerable expense, a handsome building, for the reception of the library and cabinet of the American Antiquarian Society, of which he was president. The library consists

of about 6000 volumes, many of them of great antiquity, and the cabinet is also very valuable.

The BLACKSTONE CANAL commences at this place, and extends to Providence, R. I. Length, 45 miles—expense rising of $500,000.

A rail road also extends from this place to Norwich, Conn. on the Thames river, noticed hereafter,—length 59 miles.

The BOSTON AND WORCESTER RAIL ROAD, after leaving Worcester, crosses the Blackstone river, through the valley of which it passes for some distance, until striking a ridge of slate rock, the cut through which is 37 feet deep for a distance of 1500 feet; thence descending at the rate of 30 feet to the mile over a rough country, it enters the valley of Long Pond, which is passed on a high embankment, until reaching Cutler's Peak; whence the valley of Elizabeth river is pursued to the town of Westborough; where, passing the Westborough Swamp, the head of the Concord river, the valley of the latter stream is taken until reaching the direction of Natic Pond, the south end of which is doubled by a strong curve. Ascending at the rate of 30 feet to the mile, the line soon enters Natic, which it leaves by a rock excavation of 20 feet, and passes the south end of Morse's Pond on an embankment 47 feet high and 700 feet long. Following for some distance a parallel line with the central turnpike, the road crosses the Worcester turnpike and reaches a pond half a mile long, the waters of which were originally 7 feet above the grade line. From this point there is an excavation through granite 31 feet deep and 500 feet long. Passing the town of Needham, there is a succession of

heavy embankments and excavations, until reaching Charles river, which is crossed on a bridge 120 feet long, composed of a single span. Proceeding down the valley of the river, the line passes Newtown in going two miles, and reaches Boston in going 8 miles farther—terminating not far from the foot of the common.

Worcester is 456 feet above Boston, but the greatest descent in any one place is 30 feet to the mile. The entire length of the road is 43 1-4 miles, and the time employed in passing from one place to the other by steam, is from 2 1-2 to 3 hours.

BOSTON. (*See subsequent pages.*)

FROM ALBANY TO BOSTON,

Via Springfield, Mass.—177 miles.

INTERMEDIATE DISTANCES.

By stage.	*Miles.*		*By rail road.*	*Miles.*	
Greenbush,.....	1		Wilbraham,.....	7	87
Nassau,.....	11	12	Palmer,.....	8	95
Canaan, ...	11	33	Warren,.....	11	106
Stockbridge,.....	10	43	W. Brookfield,...	3	109
Lee,.....	4	47	S. Brookfield,....	3	112
Becket,.....	10	57	Charlton, ...	9	121
Westfield,.....	20	77	S. Leicester,.....	4	125
Springfield,.....	13	80	Worcester, ...	9	134
			Boston,.....	43	177

CANAAN, N. Y. 33 miles from Albany, is a small village, containing a shaker settlement.

WEST STOCKBRIDGE, Mass. 10 miles farther, is a pleasant village on the banks of the Housatonic river, which affords facilities for several manufacturing establishments; among which are a number for the dressing of marble, of which the town contains an abundant supply. The vil-

lage is the terminating point of the Hudson and Berkshire rail road, noticed at p. 115. A rail road is also in progress from Springfield to the state line near this place, and one from Bridgeport, Conn. on the Long Island Sound, to connect with the Hudson and Berkshire road, already noticed.

The remaining part of the stage route is through an agricultural district, until reaching

WEST SPRINGFIELD, a pleasant village on the west bank of the Connecticut river, over which a bridge is constructed, connecting the place with

SPRINGFIELD, on the opposite side. This is a large, flourishing and handsome village. The houses are principally located at the foot of a hill; on the west side of which are several elegant residences, and on the summit a U. S. arsenal. The village contains a court house, jail, bank, five churches, and several manufactories.

The buildings composing the arsenal on the heights, occupy a large square, and are surrounded by a high wall. They are mostly built of brick and present a magnificent appearance. About 16,000 muskets are manufactured here annually. The water works employed for the purpose are on Mill river, a mile south of the arsenal.

Chicapee, an important manufacturing village, containing 1400 inhabitants, is within the precincts of the town.

Springfield became the theatre of savage barbarity during Philip's war in 1675. The towns still further up the river had, for some time previous, suffered severely from repeated Indian incursions. But the Springfield tribe had thus far remained quiet; and it was not till the month of

October of this year, that Philip could succeed by his artifices to enlist them in his favor. On the night of the 4th, it was ascertained by means of a friendly Indian, that 300 of the tribe had suddenly and secretly assembled at a fort on Long Hill, about a mile below the village. This intelligence produced much consternation among the inhabitants; and they immediately repaired to their fortified houses. No disturbance, however, occurring in the night, hopes were entertained that hostilities were not intended on the part of the Indians. Lieut. Cooper, the commandant of the place, and another, accordingly resolved on repairing to the fort, for the purpose of dissipating the fears that still existed among the inhabitants. Having reached the small stream at the lower part of the village, Cooper and his companions were shot by Indians who were concealed in the woods. This seemed to be a signal for attack; as the whole body immediately rushed into the town with a horrid yell, and set fire to the unfortified dwellings and barns. The whole were soon enveloped in flames and consumed. During this period, a fire was kept up from the fortified houses upon the Indians, and several killed; but it was not till they had destroyed 32 dwellings and nearly as many barns, and plundered every thing within their reach, that they withdrew. A brick house standing at the time of this catastrophe, is still in tolerable preservation.

During the rebellion of Shays, in 1786, the armory at this place was attacked by him; but he was repulsed with the loss of a few men, and his followers subsequently dispersed.

From Springfield, a rail road is taken to Worcester, 54 miles distant, passing through the towns noticed at p. 298.

WORCESTER, and the rail road to Boston were noticed at pp. 296 to 298.

FROM SARATOGA SPRINGS TO BOSTON.

186 *miles. Intermediate distances as follow :*

	Miles.			*Miles.*	
Schuylerville,.....		12	Jeffrey,.....	5	120
Union Village,....	5	17	New Ipswich,....	10	130
Cambridge,.....	8	25	Townsend,.....	12	142
Arlington,.....	15	40	Pepperel,.....	6	148
Manchester,.....	8	48	Groton, ...	3	151
Landgrove,.....	14	62	Littleton,.....	8	159
Chester,.....	16	78	Acton,.....	3	162
Bellows Falls,....	14	92	Concord,.....	7	169
Walpole,.....	4	96	Lexington,.....	7	176
Keene,.....	14	110	Cambridge,.....	7	183
Marlborough,.....	5	115	Boston,.....	3	186

A stage leaves Saratoga Springs every morning (Sundays excepted) at 5 o'clock, reaching Boston the third day at noon.

SCHUYLERVILLE, 12 miles. (*See p.* 147.) Passing across the vale where the surrender of Burgoyne took place to the river, (on the bank of which in a field adjoining the road on the north, are seen the remains of an intrenchment,) the stage crosses it in a horse boat.

UNION VILLAGE, 5 miles. The Battenkill river passes through the village, on the banks of which are several mills and factories. There are about 200 houses in the place, and there is an exhibition of considerable enterprise.

CAMBRIDGE and ARLINGTON are good agricultural townships. In the latter place, the route, for a considerable

distance, is on the bank of the Battenkill, near which are several valuable and extensive quarries of white marble.

MANCHESTER, 8 miles from Arlington, is a neat village, located near the foot of the Green Mountains, which are seen stretching to the south and north as far as the eye can extend. Leaving the village, the stage soon commences ascending the great natural barrier which separates the eastern and western sections of Vermont. No exertions have been spared to improve the road; and it may be considered by far the best of any which crosses the mountain. The ascent, which is not precipitous, continues, with occasional descents, for 10 or 12 miles before the summit is reached. During the first 6 miles, a most extensive and variegated prospect at the west is enjoyed; and after attaining the greatest elevation, this is suddenly exchanged for a prospect nearly co-extensive at the east.

CHESTER, 30 miles from Manchester, is a pleasant village, situated on a handsome plain, and contains 2 churches, an excellent academy, and about 60 dwellings and stores.

BELLOWS FALLS, 14 miles, lies on the western bank of the Connecticut river. The village is flourishing, contains some very pleasant houses, a number of manufacturing establishments, and a beautiful church, which stands on an eminence, and is seen for some miles distant.

A canal, having 9 locks and affording water for a number of mills, has been constructed around the falls. It is about half a mile in length. The whole descent of the river for this distance is fifty feet, and assumes the appear-

ance of rapids rather than a cataract. Over the greatest descent, where the water is compressed by ledges of rocks to a very narrow space, a handsome toll bridge is erected, fifty feet in height, from which the water is seen rushing through the pass with great rapidity, and dashing upon the rocks in the wildest disorder—presenting a scene truly sublime and interesting.

A short distance below the falls are two rocks containing specimens of Indian workmanship. On one of the rocks are the indistinct traces of a number of human faces, represented by marks in the stone, and probably intended as a memorial of their deceased friends or chieftains. That this place was once the haunt of our savage predecessors, is evident from the arrow points and bits of their earthen pots and fragments of other utensils which may be found in a short walk over the adjacent fields.*

On the New-Hampshire side is a chain of lofty mountains, which leave but a narrow passage between their base and the river. Around one of these impending barriers the road winds its course to the pleasant village of

WALPOLE, which contains about 100 houses, including some very handsome mansions. This place was the scene of many savage incursions during the French war. It was once in the entire possession of the Indians, and retaken from them by Col. Bellows, who made the first

* From Bellows Falls, stages can be taken every day for Concord, N. H. and for Hartford, Conn. On the latter route, the course is generally near the bank of the Connecticut river, and through a most delightful country, interspersed with several elegant villages and country seats.

settlement in this part of the country. The scenery in this vicinity is remarkably striking and romantic. Fourteen miles farther is the flourishing village of

KEENE. This is one of the handsomest villages in New-England. It contains about 300 dwellings, a bank, a court house and jail, 3 churches, and a population of about 3000. For a distance of 40 miles from this place, no village of importance intervenes, though many handsome dwellings and rich farms are discovered on the route.

GROTON, 41 miles from Keene, is a pleasant village, containing about 100 houses and an academy; eighteen miles from which is the town of

CONCORD, rendered memorable as the place where the first efficient opposition was made to the British troops, in 1775. It is a large town, and contains many handsome dwellings. Seven miles farther is the town of

LEXINGTON, containing a few plain houses; but celebrated in history as the spot where the first American blood was shed in the struggle for independence. This occurred on the 19th April, 1775. A quantity of military stores had been collected at Concord, which the British General Gage proposed to destroy. Though secret in his operations, and though precaution had been taken the evening previous to scour the roads and secure such citizens as the British officers fell in with, yet the plan was discovered by Doct. Warren, of Boston, who sent out messengers to alarm the inhabitants and prepare them for resistance. On the arrival the next morning at Lexing-

ton of the British troops, 8 or 900 strong, it was found that the militia of the town, to the number of 70, were in arms. Major Pitcairn, who led the British van, ordered the "rebels" to disperse. Some scattering guns were fired, which were followed by a general discharge, and continued till the militia disappeared. Eight men were killed and several wounded.*

The detachment then proceeded to Concord, a part of which took possession of two bridges beyond the town, while the remainder destroyed the military stores. A number of militia, who had collected in the vicinity, but with orders not to give the first fire, attempted to pass one of the bridges in the character of travellers. They were fired on, and two men killed. The fire was returned and a skirmish ensued, which resulted in the discomfiture of the regulars, and a precipitate retreat. Skirmishing continued during the day, and though the British received reinforcements, they were harrassed in their retreat to Bunker's Hill, where they remained secure under the protection of their ships of war.

The loss of the British, during this day, in killed, wounded and prisoners, was 273; while that of the provincialists did not exceed 90.

The blow thus struck was the precursor of more important events, and was soon followed by the battle of Breed's or (as it is generally denominated) Bunker's Hill; which is noticed in subsequent pages.

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* A handsome monument now marks the spot where this action was fought, beneath which are interred the remains of the Americans who were slain.

CAMBRIDGE is 7 miles from Lexington. It is a large and handsome town, but derives its importance from Harvard University, which is located here, and is one of the oldest and most celebrated literary institutions in the United States. It takes its name from the Rev. John Harvard, who died in 1638, leaving to the institution a legacy of 779*l.* 17*s.* 2*d.* sterling. The edifices belonging to the University are Harvard, Massachusetts, Hollis, Stoughton, Holworthy and University Halls, Holden Chapel, a stone building and 3 College houses, besides that for the President. These buildings are all situated in a spacious square, and are handsomely shaded with a variety of trees. The amount of property belonging to the institution, it is said, falls little short of $600,000. It contains an extensive philosophical apparatus, and a library of about 25,000 volumes. Cambridge contains three handsome villages, a court house, jail, state arsenal, several houses for public worship, and about 5000 inhabitants.

Two miles from Cambridge is the city of Boston. The two places are connected by a bridge 3846 feet long and 40 wide, with a causeway of 3344 feet. The cost of the whole was $76,700. [*For a description of Boston, see subsequent pages.*]

FROM WHITEHALL TO BOSTON—178 miles.

A stage leaves Whitehall daily, (Sundays excepted,) passing through the villages of Castleton and Rutland, connecting at Chester with the route from Saratoga Springs, and reaches Boston the third day.

Fairhaven, 9 miles from Whitehall, contains several mills and manufactories of iron, and about 50 houses.

Castleton, 5 miles farther, is a handsome village of about 120 houses, and contains a medical college and classical seminary, the latter located on an eminence south of the village, and commanding an extensive view of a rich and beautiful country. It is 160 feet in length and 40 in breadth, with projections in the centre and ends of 46 and 55 feet, and is 3 stories high, exclusive of a basement. To the building is attached a play ground of about 6 acres, a part of which is to be devoted to a garden. The course of instruction in this institution, which is liberally patronized, corresponds with that of the most favored seminaries of learning in the country.

About half a mile north of the village, at the junction of the Hubbardton with the main road, are slight remains of a fort and breast work, which were occupied during the revolutionary war; two miles north of which the Hubbardton road passes over the ground where a severe action was fought between a detachment of Burgoyne's army and a body of American troops. The latter composed the rear guard of the Americans which evacuated Ticonderoga in July, 1777, and were commanded by Col. Warner. They were about 1000 strong, and were overtaken by a force of nearly the same number under Gen.

Frazer. A long, severe and obstinate conflict ensued; when the arrival of Gen. Reidsell, with his division of Germans, compelled the Americans to give way in all directions. The British loss was stated by Gen. Burgoyne at 35 killed and 144 wounded; and the American loss was estimated by Gen. St. Clair at 50 killed and wounded. It is generally supposed that the loss of both armies was much greater.

The Americans retreated to the south, and took part in the Bennington battle on the 16th of August, and in the capture of Burgoyne at Saratoga in October following.

RUTLAND, 10 miles from Castleton, is the capital of Rutland county. It is situated 3 miles west of the Green Mountains, in view of Killington Peake, and for beauty of local situation is not surpassed by any village in the northern states. It contains about 200 houses, three churches, a bank, court house and jail.

Ten miles from Rutland, in the town of Shrewsbury, the road reaches the foot of the Green Mountains, which are crossed in travelling 12 miles farther. No part of the passage is precipitous; though the road is less pleasant than that leading from Manchester. (*See p.* 302.)

CHESTER is 40 miles from Rutland, whence the route to Boston is the same as that noticed at page 302.

FROM BURLINGTON TO BOSTON,

(through Windsor, Vt.)

From Burlington, Vt. where the Champlain steamboats touch in the passage up and down the lake, stages depart for Boston daily, passing through Montpelier and Windsor, Vt., Claremont and Amherst, N. H., Billerica and Medford, Mass., and reach Boston on the third day. Distance 206 miles—fare $8. The intervening distances are as follow:

	Miles.			*Miles.*	
Williston,	8		Lempster,	12	120
Richmond,	9	17	Washington,	7	127
Bolton,	2	19	Hillsborough,	9	136
Waterbury,	8	27	Francistown,	9	145
Moretown,	4	31	Mount Vernon,	9	154
Montpelier,	7	38	Amherst,	6	160
Williamstown,	10	48	Merrimack,	3	163
Brookfield,	8	56	Dunstable,	7	170
Randolph,	12	68	Tyngsborough,	6	176
Royalton,	3	71	Chelmsford,	7	183
Barnard,	6	77	Billerica,	4	187
Woodstock,	8	85	Woburn,	9	196
Windsor,	14	99	Boston,	10	206
Claremont,	9	108			

BURLINGTON. (*See p.* 284.)

MONTPELIER is situated on the Onion river, a little north of the centre of the state, 38 miles from Burlington. It is the seat of government, and has a new and elegant state house, a court house, jail, and 3 houses of public worship, besides a number of manufacturing establishments. It contains about 2000 inhabitants.

With the exception of a narrow vale, through which the river passes, the village is surrounded by lofty hills

and mountains, which give it the appearance of seclusion from the rest of the world. The road for several miles previous to reaching the village, and after leaving it, is on the bank of the river, and the mountain scenery is unusually romantic.

In passing from Montpelier to Randolph, the route is on what is termed the gulf road. This gulf is 6 miles in extent, between lofty mountains, with barely a sufficient space for a road and the White river, a beautifully transparent stream, exhibiting, in most instances, a bottom of white gravel.

RANDOLPH, 30 miles from Montpelier, is on a lofty ridge of land affording some of the finest farms in the state. The village is small, but much admired for its location and neatness.

ROYALTON, 3 miles. A pleasant village.

WOODSTOCK, 14 miles, the capital of Windsor county, is a place of considerable business. The principal village called Woodstock Green, is on the bank of the Queechy river, and contains a bank, court house, jail, five churches, a medical institution and a woollen factory.

WINDSOR, 14 miles, is a beautiful town on the west bank of the Connecticut river. The houses exhibit a very neat and handsome appearance, and stand in a fertile and richly cultivated tract of country. It contains 3 churches, a court house and the Vermont Penitentiary. The bridge built across the Connecticut at this place, is one of the handsomest on the river. *Ascutney*, a mountain in the southwest part of the town, is 1732 feet in height, and is well worthy the attention of those who take delight

in the rich and diversified prospects afforded from mountain summits.

At Windsor the route crosses the Connecticut river into New-Hampshire, and proceeds through a handsome country, occasionally interspersed with a pleasant village, to Boston.

FROM BURLINGTON TO BOSTON,

(*By way of the White Mountains and Concord, New-Hampshire*—275 miles.*

The intermediate distances on this route are as follow:

By stage.	*Miles.*	
Montpelier,.....	38	
Littleton, N. H...	40	78
E. A. Crawford's..	18	96
Notch of the White Mountains,.....	5	101
Notch House,.....	2	103
Crawford's Farm,.	6	109
Bartlett, ...	7	116
Conway,.....	10	126
Six Mile Pond,....	11	137
Centre Harbor,....	24	161
Guildford,.....	13	174
Union Bridge,.....	7	181
Winnepiseogee Bridge, ...	4	185
Concord, ...	17	202
Hookset, ...	8	210
Amoskeag,.....	7	217
Piscataqua,.....	2	219
Merrimack, ...	10	229
By rail road.		
Nashua, ...	6	235
Tyngsborough,....	8	243
Lowell,.....	7	250
Boston,.....	25	275

* Strangers designing to proceed directly to Boston from Burlington, via Concord, N. H. without visiting the White Mountains, continue on the route from Montpelier to Randolph, as noticed at p. 309, and thence to Hanover, 25 miles, and to Concord 55 miles farther. (The route from the latter place to Boston is noticed at p. 322.) HANOVER is located on a handsome plain, half a mile from the Connecticut river, and contains the buildings of Dartmouth college and about 100 houses. The college derives its name from William, Earl of Dartmouth, one of its principal benefactors. It was founded in 1769, by the

A stage can be taken at Burlington daily for Montpelier, Vt., distant 38 miles, where it is recommended to travellers to proceed to Littleton, N. H. 40 miles east of Montpelier, whence a stage passes three times a week through the *Notch* of the White Mountains to Conway; and thence to Portland, (Maine,) three times a week. From Littleton to Ethan A. Crawford's at the foot of the mountains, 18 miles, about half the distance is through a cultivated country; but the remaining part is through an extensive, and, but for the road, an impenetrable forest.

The first view of the White Mountains, as distinguished from the multitude of peaks and summits which meet the eye in every direction, is obtained a short distance from Littleton; but Mount Washington is not seen till arriving near Crawford's. The first view of these mountains is magnificent, and as they are approached, they become more and more so, until the bare bleak summit of Mount Washington, rising far above the immense piles which surround it, strike the traveller with awe and astonishment. But the emotions which one receives from the grand and majestic scenery which surrounds him here, are utterly beyond the power of description. There is no single object upon which the eye rests and which the mind may grasp; but the vast and multiplied features of the landscape actually bewilder while they delight.

These mountains are the loftiest in North America east

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late Doct. Eleazer Wheelock, and is in a prosperous condition. A medical institution is connected with the college, and is accommodated with a brick edifice, containing besides rooms for students, a laboratory, anatomical museum, mineralogical cabinet, library and lecture rooms.

of the Rocky Mountains; and their heights above the Connecticut river have been estimated as follows: Washington, 5350 ft.; Jefferson, 5261; Adams, 5383; Madison, 5039; Monroe, 4932; Quincy, 4470. From the summit of Mount Washington, the Atlantic ocean is seen at Portland, 65 miles S. E.; the Katahdin Mountains to the N. E. near the sources of the Penobscot river; the Green Mountains of Vermont on the west; Mount Monadnock, 120 miles to the S. W.; and numerous lakes, rivers, &c. within a less circumference. The *Notch* or *Gap* is on the west side of the mountains, and is a deep and narrow defile, in one place only 22 feet wide. A road passes through, which crosses the river Saco; into which several tributary streams enter from the mountain heights, forming many beautiful cascades. Lafayette Mountain is situated in the northeast part of the township of Franconia, nearly equidistant from Mount Washington at the northeast, and Moose Hillock at the southwest, being about 20 miles from each; and it is obviously more elevated than any other summit in sight except the White Mountains.

At the *Franconia* Notch, near the road leading from Franconia to Plymouth, and about 3 miles south of Mount Lafayette, a foot path has been cleared out from the road to the top of the mountain. The point where the path commences is 6 miles from the Franconia iron works, and the length of it from the road to the summit is 3 miles; and throughout this distance it is almost uniformly steep. The ascent for the distance of about 2 miles is through a thick forest of hemlock, spruce, &c. Higher up, the mountain is encompassed with a zone, about half a mile

in width, covered with stinted trees, chiefly hemlock and spruce. Above the upper edge of this zone, which is about half a mile from the top, trees and shrubs disappear. The summit is composed chiefly of bare rocks, partly in large masses, and partly broken into small pieces.

The view from the top is exceedingly picturesque and magnificent. Although it is not so extensive as that from the summit of Mount Washington, yet owing to the more advantageous situation of Lafayette, being more central as it respects this mountainous region, it is not inferior to either in beauty or grandeur. The view to the northeast, east, south and southwest, is one grand panorama of mountain scenery, presenting more than 50 summits, which when viewed from this elevation do not appear to differ greatly in height. Some of these mountains are covered with verdure to the top, while the summits of others are composed of naked rocks; and down the sides of many of them may be seen *slides* or *avalanches* of earth, rocks and trees, more or less extensive, which serve to diversify the scene. The only appearance of cultivation in this whole compass is confined to a few farms seen in a direction west of south, on the road to Plymouth, extending along the Pemigewasset branch of the Merrimack. To the west is seen the territory watered by the Connecticut and the Ammonoosuck.

At a place in the road through the Franconia Notch where the path up the mountain commences, is exhibited to the view of the traveller, on the mountain opposite to Lafayette, *the Profile* or the *Old Man of the Mountain*, a singular *lusus naturæ*, and a remarkable curiosity. It is situated on the brow of the peak or precipice, which rises

almost perpendicularly from the surface of a small lake, directly in front to the height (as estimated) of from 600 to 1000 feet. The front of this precipice is formed of solid rock, but as viewed from the point where the profile is seen, the whole of it appears to be covered with trees and vegetation, except about space enough for a side view of the Old Man's bust. All the principal features of the human face, as seen in a profile, are formed with surprising exactness. The little lake at the bottom of the precipice, is about half a mile in length, and is one of the sources of the Pemigewasset river. Half a mile to the north of this there is another lake, surrounded with romantic scenery, nearly a mile in length, and more than half a mile in breadth. This is one of the sources of the southern branch of the Ammonoosuck, which flows into the Connecticut. These lakes are both situated in the Notch, very near the road, and near the point where the steep ascent of Mount Lafayette commences. The northern lake is 900 feet above the site of the Franconia iron works, and the highest point in the road through the Notch is 1028 feet above the same level. Other curiosities in this vicinity are the *Basin* and the *Pulpit.*

A portion of the Gap, including the Notch in the *White Mountains*, which is the most sublime and interesting, is about 5 or 6 miles in length. It is composed of a double barrier of mountains, rising very abruptly from both sides of the wild roaring river Saco, which frequently washes the feet of both barriers. Sometimes there is not room for a single carriage to pass between the stream and the mountains, and the road is cut into the mountain itself. This double barrier rises on each side to the height of

nearly half a mile in perpendicular altitude, and is capped here and there by proud castellated turrets, standing high above the continued ridges. These are not straight, but are formed into numerous zigzag turns, which frequently cut off the view and seem to imprison the traveller in the vast, gloomy gulf. The sides of the mountains are deeply furrowed and scarred by the tremendous effects of the memorable deluge and avalanches of 1826. No tradition existed of any slide in former times, and such as are now observed to have formerly happened, had been completely veiled by forest growth and shrubs. At length, on the 28th of June, two months before the *fatal* avalanche, there was one not far from the Willey house, which so far alarmed the family, that they erected an encampment a little distance from their dwelling, intending it as a place of refuge. On the fatal night, it was impenetrably dark and frightfully tempestuous; the lonely family had retired to rest, in their humble dwelling, 6 miles from the nearest human creature. The avalanches descended in every part of the gulf, for a distance of 2 miles; and a very heavy one began on the mountain top, immediately above the house, and descended in a direct line towards it; the sweeping torrent, a river from the clouds, and a river full of trees, earth, stone and rocks, rushed to the house and marvellously divided within six feet of it, and just behind it, and passed on either side, sweeping away the stable and horses, and completely encircling the dwelling, but leaving it untouched. At this time, probably towards midnight, (as the state of the beds, apparel, &c. showed that the family had retired to rest,) the family issued from the house and were swept away by the torrent.

Search, for two or three days, was made in vain for the bodies, when they were at length found. They were evidently floated along by the torrent and covered by the drift wood. A pole, with a board nailed across it, like a guide post, now indicates the spot where the bodies were found. Had the family remained in the house they would have been entirely safe. Even the little green in front and east of the house was undisturbed, and a flock of sheep, (a part of the possession of the family,) remained on this small spot of ground, and were found there the next morning in safety—although the torrent dividing just above the house, and forming a curve on both sides, had swept completely around them, again united below, and covered the meadows and orchard with ruins, which remain there to this day. Nine persons were destroyed by this catastrophe, and the story of their virtues and their fate is often told to the traveller by the scattered population of these mountain vallies, in a style of simple pathos and minuteness of detail, which has all the interest of truth and incident of romance in its recital. The scene of this disaster was about 7 miles from Ethan A. Crawford's, and 2 miles from the commencement of the Notch.

The number of visitors to the White Mountains has been considerably increased, on account of the interest excited by these *avalanches*. The most sublime views of them, (several of which are nearly equal to the memorable one which swept away the unfortunate Willey family,) may be seen all along for several miles, in passing through the Notch. They are also observed from various points in the country around, extending down the

sides of many of the elevated mountains; and the astonishing effects of this extraordinary inundation are also witnessed in the great enlargement of the channels of the streams which rise in these clusters of mountains. This is the fact especially with regard to the channel of the principal branch of the Ammonoosuck, which rises near the summit of Mount Washington.

The camp which was built by Mr. Crawford for the accommodation of visitors over night, two miles and a quarter from the summit of Mount Washington was situated near this branch, and was carried away by the swelling of the stream. A small camp has been erected in its place, but it is of little use, and affords no accommodations for lodging visitors over night.

The distance from Crawford's house to the summit of Mount Washington, is nine miles. Through a part of this distance a carriage road is now made, leaving only 4 or 5 miles to be ascended on foot. The time usually occupied in ascending the mountain, reckoning from the time of leaving Crawford's house to the time of returning to it again, is from ten to fourteen hours; and the shortest time in which the enterprise has been performed is about eight hours.

Continuing the route through the Notch, the first house reached is the elder Crawford's, six miles from the "Notch house," as that once occupied by the unfortunate Willey is called. Thence to Bartlett is seven miles. From this place to Conway, which is ten miles, there are more appearances of cultivation, particularly in the little valley through which the road passes. The country around, however, is still wild and unimproved, displaying a suc-

cession of bold and lofty mountain scenery. The prospect at the village of Conway is bounded on the north and west by high mountains, and the several summits of the White Mountains rising at 3[illegible] miles distance are more easily distinguished than at any point near them.

FRYEBURGH, in Maine, is 1[illegible] miles from Conway and is generally taken in the route to the White Mountains from the east. It is a considerable village [illegible] upon a wide plain upon two broad streets and has a respectable academy. It is chiefly interesting as being associated with the early history of our country. About a mile from the village is Lovell's pond, the scene of the bloody fight in 1725 between a gallant band of Americans under Capt. Lovell, and the remnant of the Pequawket tribe under the renowned Chief Paugus. From Fryeburgh to Portland, distant 52 miles, the road is over a hill and uninteresting country; but travellers designing to visit that place in connection with the White Mountains will find it the most direct route. [*For a description of Portland see the route from Boston to that place in subsequent pages.*]

FROM CONWAY TO CONCORD, N. H.—76 miles.

Returning to Conway, and proceeding on the route to Concord, Six Mile Pond is passed in going 11 miles, and Centre Harbor is reached in going 24 miles farther. The road for 20 or 30 miles, is through a valley bordered with lofty mountains, exhibiting only an occasional settlement.

CENTRE HARBOR is on Lake Winnipiseogee, the largest lake in the state. It is 23 miles long, and from 6 to 14 broad, and is remarkable for its beautiful and sublime scenery. It discharges its waters through the Winnipiseogee river into the Merrimack, 232 feet below the lake. From the top of *Red Mountain*, in Centre Harbor, 1500 feet high, and which is accessible for about two thirds of the way in a carriage, there is an extensive prospect. At the distance of 70 miles to the southwest may be seen Mount Monadnock; at the west, Kyarsage and Simson mountains; at the northwest, the Moose Hillock; at the north, the Sandwich mountains, with the Squam lake intervening; at the southeast, the Winnipiseogee lake, with its numerous islands, bays, and the mountains which rise from its borders, including Ossippee on the northeast, Gunstock on the south, and a semi-circular mountain on the termination of the lake at the southeast; the whole forming a vast billowy ocean of lofty mountains, with their grand intersecting curves, exhibiting a complete panorama of the sublimest mountain scenery.

SQUAM LAKE, which lies west of the mountain, is 10 miles long and 5 wide, and like the Winnipiseogee, is sprinkled with numerous small and beautiful islands.

The finest of trout are caught in these lakes, and their shores abound with an abundance of game, affording to the angler and fowler ample means of employment as well as amusement.

The route from Centre Harbor to Concord,* 41 miles, passes through an interesting country, affording a view of several flourishing villages.

CONCORD is the capital of New-Hampshire. The village is principally composed of two streets on the west bank of the Merrimack river, and contains a state house, state prison, town house, bank, several churches, 4 or 5 printing offices, and about 300 dwelling houses. The state house, located near the centre of the village, is an elegant building of hewn granite, 100 feet long, with a large hall on the first floor, and the senate and representatives' chamber on the second. The building is surrounded by a spacious yard, which is enclosed by a handsome wall. The state prison, a strong building, is a short distance from the state house.

The Merrimack river is navigable for large boats from Concord to Chelmsford; whence to Boston the communication is continued in the Middlesex canal, 28 miles long.

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* Another route from Centre Harbor, and which will be preferred by those who do not wish to visit Concord, is to take the steamboat which crosses the lake, (which is here 25 miles wide,) 3 times a week to Alton Bay; whence stages are taken to Dover, N. H., 40 miles distant; and thence stages and rail roads to Boston, through Portsmouth, N. H., Newburyport and Salem, Mass., 60 miles farther. By this route, passengers leaving Conway in the morning, reach Dover the same evening, and Boston the next day at noon.

FROM CONCORD TO BOSTON—73 miles.

Stages leave Concord every day, passing through Hookset, Amoskeag, Piscataqua, and Merrimack to Nashua, whence a rail road is taken to Boston. The route is mostly along the bank of the Merrimack river; which, owing to its rapid descent, affords many important manufacturing facilities.

NASHUA, 33 miles from Concord, is the most important village between that place and Lowell. It is connected with the Merrimack river by means of a canal a mile and a half long, and contains several manufactories and about 3000 inhabitants.

The NASHUA AND LOWELL RAIL ROAD, commencing at this place, extends to Lowell, 15 miles distant. It is over a favorable country, and its cost was about $280,000. Carriages pass between Nashua and Boston three times a day.

LOWELL is an incorporated city, and the largest manufacturing town in the United States. It is located on the Merrimack river and the Middlesex canal leading to Boston. The falls of the river at this place are 30 feet, and afford the most ample means for extensive operations by water power. The first dwelling and factory were commenced in 1813, and the place now assumes the character of a large bustling city, laid into streets with much taste and elegance, and the whole appearance of the place is rendered peculiarly interesting from the magnificent and numerous factories and public buildings with which it is adorned. Its population at the census in 1835 was 12,363, and at present (1840) is estimated at

20,000. This place has been not inaptly termed the "Manchester of America." The whole amount of capital invested is about $8,000,000, and the number of large mills in operation, 24. These mills are each about 157 feet long and 45 broad—of brick, 5 stories high, each story averaging from 10 to 13 feet high, thus giving opportunity for a free circulation of air. The aggregate number of spindles used is 90,000—looms, 3500. The whole number of operatives employed is about 5000, of which 1200 are males, and 3800 females. The quantity of raw cotton used in these mills per annum exceeds 80,000,000 pounds or 20,000 bales. The number of yards of cotton goods of various qualities manufactured annually is about 27,000,000. Were the different pieces united, they would reach to the distance of 15,300 miles! In this estimate is included about 2,000,000 yards of coarse mixed cotton and woollen negro clothing, in the manufacture of which about 80,000 pounds of wool are used per annum.

The quantity of wool manufactured annually in cassimeres is about 150,000 pounds, making about 150,000 yards.

The Lowell Carpet Manufactory is in itself a curiosity. Sixty-eight looms are kept in operation by hand labor, viz. 50 for ingrained or Kidderminster carpeting, 10 for Brussels, and 8 for rugs of various kinds. One hundred and forty thousand pounds of wool in the course of a year are manufactured into rich and beautiful carpets, the colors of which will vie with any imported. The number of yards of carpeting made per annum is upwards of 120,000, besides rugs. The operatives at present employed in all

these mills receive for their labor about $1,200,000 per annum.

The edifice in which all the machinery employed in the mills is manufactured, is termed the 'Machine Shop,' belonging to the Locks and Canal Company, and is probably the largest 'shop' in the country, being built of brick, 4 stories high, 220 feet in length and 45 in width.

The great water power is produced by a canal a mile and a half long, 60 feet wide, and 8 feet deep from its commencement above the head of Pawtucket falls on the Merrimack, to its termination in Concord river. The entire fall is 32 feet. The water is taken from this canal by smaller canals, and conveyed to the factories, and thence into the Merrimack. There are room and water power sufficient for 50 additional factories.

The BOSTON AND LOWELL RAIL ROAD commences at the basin of the canal in Lowell, and after passing through a heavy excavation of rock, proceeds over an undulating country to the Charles river at Boston, which is crossed by a wooden viaduct on the west side of the Warren bridge. The length of the road is 25 miles, and the inclination in no part of the route exceeds 10 feet in a mile. At first a single track only was constructed, but a second has since been completed. The materials employed are principally stone and iron, and the workmanship is highly creditable to the company and to the individuals engaged in the construction. The cost of the road, thus far, has been $1,500,000; and the receipts have exceeded the original estimates. At Wilmington, a branch 7 1-2 miles long, extends to Andover.

THE CITY OF BOSTON,*

The metropolis of New-England, is pleasantly situated at the bottom of Massachusetts Bay, on a peninsula of an uneven surface, two miles long, and in the widest part about one mile broad. The town owes its origin to a spirit of civil and religious liberty, which was excited to action by the persecutions that prevailed in England during the reigns of Queen Elizabeth and Kings James and Charles I. Most of those who can properly be considered as *first settlers* arrived prior to the year 1643. The place was first called Trimountain, in consequence of three hills which were on the peninsula. It was afterwards called Boston, in honor of the Rev. Mr. Cotton, a minister of the first church in the town, whose native place was Boston in England.

The harbor is one of the best in the United States. It has a sufficient depth of water for the largest vessels at all times of tide, and is accessible at all seasons of the year. It is safe from every wind, and so capacious that it will allow 500 vessels to ride at anchor, while the entrance is so narrow as scarcely to admit two ships abreast. It contains about 75 square miles, within which are upwards of 100 islands or rocks; and receives within its bosom the waters of the Mystic, Charles, Neponset and Manatticut rivers, besides several streams of less magnitude.

Boston is very extensively engaged in commerce, and there are probably few cities in the world where there is

* Bowen's Picture of Boston will prove a valuable guide to strangers visiting that city and its environs.

so much wealth in proportion to the population. The trade, too, received from an extensive inland country, is very great, the facilities for approaching the city being rendered easy by means of excellent roads.

The appearance of Boston is much admired by strangers, particularly when approaching from the sea. Its streets do not exhibit so great a regularity as some other cities; but its beautiful location and elegant public and private buildings, together with its richly ornamental grounds for promenading, render it altogether a peculiarly delightful and attractive place.

The city is divided into five local districts, called North Boston, East Boston, West Boston, South End and South Boston; and its population is between 80 and 90,000. From Copp's Hill, in North Boston, which is partly occupied for a church yard, the British cannonaded the town of Charlestown in 1775, during the battle of Bunker Hill, when the village was mostly destroyed by conflagration.

In the southwestern part of the city, and in front of the state house, is the celebrated Common, presenting an area of about 50 acres, enclosed by an elegant iron fence, and containing the Mall, a very beautiful public walk, adorned with rows of trees. This is a delightful promenade during the summer months, and a place of general resort. In the centre of the Gommon is an eminence still exhibiting marks of the fortification erected by the British during the revolution; north of which is the Crescent Pond, a beautiful sheet of water, surrounded with trees. Near the Mall, in Mason street, is the Medical college, an edifice belonging to Harvard University, surmounted by a dome with a sky-light and balustrade.

The *Boston Atheneum* is located near the head of Pearl street, and is a very spacious building, containing appropriate rooms. The number of volumes attached to the institution is about 35,000. It also contains nearly 14,000 medals and coins, some of which are very rare and interesting. The rooms are open from 8 A. M. to 9 P. M. and can be visited by strangers introduced by subscribers.

The *Gallery of Fine Arts* is a handsome structure in the rear of the Atheneum, and is appropriated for scientific lectures, the Academy of Arts and Sciences, the Massachusetts Medical Library, a philosophical apparatus of the Mechanic Institution, and for paintings; the latter of which are exhibited in the upper story, and are generally very elegant.

Among the other literary institutions in the city are the *Massachusetts Historical Society*, who have an extensive library in a spacious apartment over the arch in Franklin street; the *Boston Library Society*, who have a collection of 8000 volumes; and the *Columbian Library*, which contains about 4500 volumes. There are also numerous other libraries of less note. Among the benevolent institutions are the House of Industry at South Boston, of rough dimension stone, 220 feet long, and 43 wide; the Massachusetts General Hospital, founded in 1818, which has been richly endowed by the state and individuals; the Eye and Ear Infirmary; a Hospital for the Insane, the buildings for which are at Charlestown; the New-England Institute for the Education of the Blind, situated in Pearl street, and richly endowed by Col. Perkins and the munificence of the state; and the Farm School for boys, on Thompson's Island.

The first houses built in the city were plain, and the streets narrow and crooked; but a few years have wrought a striking and almost incredible change; new streets have been laid out, old ones straightened and improved, and neat brick and granite dwellings have been substituted for the ill-shapen and decaying houses of wood. The private buildings, and many of the stores are more splendid than in any other city of the United States.

Among the public buildings are the State House, which is built on elevated ground, commanding a fine view of the surrounding country, and containing an elegant statue of Washington; the County Court House, built of stone, at an expense of $92,000; the Municipal Court House; a stone Jail; Fanueil Hall, where all public meetings of the citizens are held; the Fanueil Hall Market, one of the most expensive and beautiful buildings of the kind in the world; 3 Theatres, one of which (the Tremont) cost about $120,000, being 135 feet in length and about 80 in breadth, the front of Hallowell and Quincy granite, in imitation of the Ionic order, with four pilasters supporting an entablature and pediment, and elevated on a basement of 17 feet; the Custom House, City Hall, Masonic Temple, Boylston Market and Boylston Hall; Congress, Amory, Artist's Gallery, Concert, Corinthian, Pantheon, Washington and Chauncey Halls.

Bridges.—There are seven bridges connecting Boston with the adjacent towns. Charles River bridge, which connects it with Charlestown on the North, 1503 feet long; Warren free bridge, nearly parallel with the former, and also running to Charlestown, 1420 feet long, on piers and Macadamized; West Boston bridge, connect-

ing it with Cambridge Port on the west, 7810 feet long; Cragie's Canal bridge, between the last two, connecting it with Lechmere Point, 2796 feet long; and two free bridges uniting it to South Boston. The other avenue is a mill dam, nearly 2 miles long and 50 feet wide, across the bay on the southwest side of the city; which not only furnishes a bridge, but puts in operation extensive tide-mills and other water works. This dam cost upwards of $600,000. There is a branch from Cragie's bridge also, which runs to Charlestown Point, near the Massachusetts state prison.

Churches.—There are rising of 50 churches in Boston, many of which have been built at great expense, and are very elegant. On one of the quoins at the southwest corner of the Brattle street church, of which Gov. Hancock was a benefactor, his name had been inscribed; but it was effaced by the British soldiery during the revolution, and the stone has been permitted to remain as they left it. A shot from the Americans on the night previous to the evacuation of Boston by the British, still remains in the tower where it originally struck. In St. Paul's church, in Tremont street, there is an elegant monument to the memory of Gen. Warren, who was slain on Bunker Hill, and whose remains are entombed in the cemetry beneath this church.

Burial Grounds.—In the *Chapel* burial ground, north of the stone chapel, there are several ancient monuments; and among others that of Gov. Winthrop, who died in 1649. In the *Copp's Hill* ground similar mementes of antiquity are found. In the *Granary* ground, the cenotaph erected to the memory of Doct. Franklin stands

over the tomb, in which repose the remains of both his parents. The tombs of Governors Bellingham, Sumner and Sullivan are also in this ground.

The *New-England Museum*, in Court street, is probably the best in the United States, containing 60,000 curiosities, and should be visited by every stranger before leaving the city.

Hotels—Tremont House is the most superb hotel in Boston, and not inferior to any in the Union. It is three stories high in front and four on the wings, exclusive of the basement. The front and two circular ends facing Beacon street, and the open ground south of the building, are of Quincy granite, and surmounted by an entablature, supported by antes at each extremity. The portico, which is of the same material, is 37 feet long by 7 feet in width, and 25 feet high. Four fluted columns support the roof of the portico, the proportions of which are copied from those of the Doric Portico at Athens, with the exception that the portico of the Tremont House di-triglyph, the inter columniations being nearly equal. The whole number of rooms is one hundred and eighty; and the principal entrance is nearly opposite the Tremont Theatre. From the top of this structure, an extensive and beautiful landscape, comprising a view of the harbor and the amphitheatre of hills to the west, and of the towns of Charlestown and Chelsea to the north, presents itself.

The next hotel in extent is the American House, in Hanover street, beautifully fitted up in the most modern style. It is lighted throughout with gas, and in point of reputation will compare with any house in the country. Besides these, the following are well managed and pop.

ular establishments: the New-England Coffee House, the Pearl street House, the Exchange Coffee House, Bromfield House, Lafayette Hotel, Marlboro' Hotel, Franklin House, Hanover House, Commercial Coffee House, City Tavern, Blackstone House, National House, the Maverick House at East Boston and the Mount Washington House at South Boston. The Shawmut House, in Hanover street, conducted on the European plan, is a very elegant establishment.

The *Hancock House*, the former residence of Governor Hancock, is still in good preservation in Beacon street, near the state house. There are also several ancient buildings in the vicinity of Ann street and Market square; in one of which, opposite the Golden Key, a relative of Doct. Franklin formerly resided, to whom he was in the habit of paying frequent visits.

For the benefit of public houses and travellers, a *Stage Register* is published, once in two months, by Messrs. Badger & Porter, at the office of the American Traveller, No. 47 Court street, containing an account of the principal lines of stages, steamboats, rail roads and canal packets in New-England and New-York.

The country around Boston is the admiration of every traveller of taste. The view from the dome of the state house surpasses any thing of the kind in this country, and is not excelled by that from the castle hill of Edinburgh, or that of the Bay of Naples from the castle of St. Elmo. Here may be seen at one view, the shipping, the harbor, variegated with islands and alive with business; Charles river and its beautiful country, ornamented with elegant private mansions; and more than twenty flourishing

towns. The hills are finely cultivated, and rounded by the hand of nature with singular felicity.

EAST BOSTON is a new part of the city, built on what was formerly called Noddle's Island, a tract nearly as large as the peninsula of Boston. The island, like "Winnisiment," in Chelsea, has grown up under the management of an incorporated company. In 1830 there was but one house on the island; since which it has been laid out into lots and streets; many handsome dwellings have been erected, and the place now contains several hundred inhabitants. There are three steamboats on the ferry connecting it with the city, which ply constantly from morning till midnight. The Maverick House, located here, is a large and well conducted hotel.

MOUNT AUBURN. Every traveller of taste should visit the new cemetry at Mount Auburn, in Cambridge, 5 miles from Boston. It is the *pere la chaise* of this country, and is situated in one of the most delightful spots ever selected for the repose of the dead. The grounds are very extensive, comprising every variety of hill and dale, covered with trees and shrubbery of almost every kind. There are numerous "avenues" for carriages, and "paths" for pedestrians, designated by botanical names. The interments as yet have not been numerous; though the lots are all laid out, and many of them finished. Miss Hannah Adams, the historian of the Jews, was the first tenant of Mount Auburn. She died in December, 1831. Nature made this retreat romantic—art has rendered it beautiful—the Creator formed it lovely—man has made it sacred.

QUINCY, which is distinguished for having furnished two Presidents of the United States, is 10 miles from Boston, in a southerly direction. About half a mile northwest of the village is the mansion of the late John Adams, the second president. His remains and those of his wife repose beneath the new church at Quincy, within which a handsome monument to their memory has been erected by his son, John Quincy Adams, with a suitable inscription.

The southwest part of the town is mostly composed of inexhaustible beds of granite, for the transportation of which a rail road is used from the beds to tide water, 3 miles long. This was the first rail road made in the country. For a great part of the distance it is on an inclination of one and a half inch to the rod, and the ordinary load drawn by a horse is between 8 and 9 tons.

DORCHESTER, is an ancient town, about 4 1-2 miles south of Boston, having been settled in 1630, soon after Plymouth and Salem. The roads are numerous and crooked, but mostly level and kept in good repair. Many fine country seats and substantial farm houses are thickly arranged on their sides. They have a town house, three congregational churches, and one for methodists. The population is about 4000. The peninsula, called Dorchester Neck, borders on Boston harbor, and a part of it is incorporated with the town of Boston. Savin Hill, in this town, is a place of considerable resort, and the peninsula of Squantum is famous for its yearly feast of shells. On the 4th of March, 1776, 1200 men, sent by Gen. Washington, threw up works on Dorchester heights in the night,

which commanded Boston harbor and drove the British army away. Traces of these works still remain.

BRIGHTON, 5 miles west of Boston, was formerly a part of Cambridge, and lies between that place and Brookline. Here is held the famous Cattle Fair and mart, which was commenced during the revolutionary war, and has been increasing in importance ever since. Most of the cattle for the supply of the Boston market are brought in droves to this place; often from 2 to 3000 a week; every Monday is the fair day, when the dealers resort thither to make their purchases.

WATERTOWN is on Charles river, 7 miles northwest from Boston, and is the seat of several extensive manufacturing establishments. The provincial congress sat here in 1775, and were in session during the battle of Bunker Hill. The United States have an Arsenal established in this town. Fresh Pond, one of the most enchanting retreats in the vicinity of the metropolis, lies partly in this town and partly in Cambridge.

CAMBRIDGE, 2 miles west from Boston. (*See p.* 306.)

CHARLESTOWN is a place of singular shape, extending in a northwesterly direction from Boston harbor, about 9 miles in length, and not averaging a breadth of one mile, and in some parts it is not a quarter of a mile wide. The compact part of the town is situated on the peninsula next to Boston, and is laid out in regular streets. Charlestown contains a population of near 9000. It has 5 houses for public worship, 3 banks, a spacious alms house, and a handsome town hall and market house. Besides Charles river, Warren and Prison Point bridges, which connect

this town with Boston, there is Chelsea bridge on the Salem turnpike, and Malden bridge, both over the Mystic river. Breed's Hill and Bunker's Hill both lie within this peninsula; the former is 62 feet in height, the latter 110 feet. The U. S. Navy Yard, in this town, consists of about 60 acres of land, on which are built a large brick ware house, several arsenals, magazines for various kinds of stores, a ropewalk, and a large brick mansion house for the superintending officer. The Dry Dock in this yard, is the finest in the United States. Its cost has been about half a million of dollars. The State Prison, at the west end of the town, is built of granite, and is a massive and imposing structure. The Massachusetts Insane Hospital is delightfully situated upon Pleasant Hill, on the west side of the town. On Mount Benedict, about 2 1-2 miles from Boston, commanding one of the most rich and variegated prospects in the United States, are to be seen the ruins of the Ursuline Convent, burnt in the night by a mob in 1835.

BREED'S HILL is situated one fourth of a mile northeast of the village of Charlestown, and affords a pleasant prospect of Boston, (2 miles distant,) the harbor, Cambride and its colleges, and of an extensive and highly cultivated country.

In the month of May, after the battle of Lexington, it was conjectured from the movements of the British army that Gen. Gage intended to penetrate into the country. It was accordingly decided by the provincial congress to attempt a defence of Dorohester Neck, and to occupy Bunker's Hill, just within the Peninsula on which Charlestown stands. A detachment of 1000 men, under Col.

Prescott, proceeded to execute these orders; but by some mistake, Breed's Hill, situated on the farther part of the peninsula, was selected for the proposed entrenchments.

The party under Col. Prescott proceeded in their work with so much diligence and secrecy, that by the dawn of day, they had thrown up a square redoubt of about 40 yards on each side. Day light discovered this new work to the British, and a heavy canonnade was commenced upon it from the shipping in the river. The fire was borne with firmness by the Americans, and did not prevent them from soon constructing a breast work, which extended from the redoubt to the bottom of the hill.

"As this eminence overlooked Boston, General Gage thought it necessary to drive the provincials from it. To effect this object, he detached Major General Howe and Brigadier General Pigot, at the head of ten companies of grenadiers and the same number of light infantry, with a proper proportion of field artillery. These troops landed at Moreton's Point, where they immediately formed; but perceiving the Americans to wait for them with firmness, they remained on their ground until the success of the enterprize should be rendered secure by the arrival of a reinforcement from Boston, for which General Howe had applied. During this interval the Americans also were reinforced by a body of their countrymen, led by Generals Warren and Pomeroy; and they availed themselves of this delay to increase their security, by pulling up some adjoining post and rail fences, and arranging them in two parallel lines at a small distance from each other; the space between which they filled up with hay, so as to form a complete cover from the musketry of the enemy.

"On being joined by their second detachment, the British troops, who were formed in two lines, advanced slowly under cover of a very heavy discharge of cannon and howitzers, frequently halting in order to allow their artillery time to demolish the works. While they were advancing, orders were given to set fire to Charlestown, a handsome village containing about 500 houses, which flanked their line of march. The buildings were chiefly of wood, and the flames were quickly communicated so extensively, that almost the whole town was in one great blaze.

"It is not easy to conceive a more grand and more awful spectacle than was now exhibited; nor a moment of more anxious expectation than that which was now presented. The scene of action was in full view of the heights of Boston and of its neighborhood, which were covered with spectators taking deep and opposite interests in the events passing before them. The soldiers of the two hostile armies not on duty, the citizens of Boston and the inhabitants of the adjacent country, all feeling emotions which set description at defiance, were witnesses of the majestic and tremendous scene.

"The provincials permitted the enemy to approach unmolested within less than one hundred yards of their works, when they poured in upon them so deadly a fire of small arms, that the British line was totally broken, and fell back with precipitation towards the landing place. By the very great exertions of their officers, they were rallied and brought up to the charge, but were again driven back in confusion by the heavy and incessant fire from the works. General Howe is said to have been

left at one time almost alone, and it is certain that very few officers about his person escaped unhurt.

"The impression to be made by victory or defeat, in this early stage of the war, was deemed of the utmost consequence; and therefore very extraordinary exertions were made once more to rally the English. With great difficulty, they were a third time led up to the works. The redoubt was now attacked on three sides at once, while some pieces of artillery which had been brought to bear on the breast work, raked it from end to end. The cross fire too, from the ships and floating batteries, not only annoyed the works on Breed's Hill, but deterred any considerable reinforcements from passing into the peninsula and coming to their assistance. The ammunition of the Americans was now so nearly exhausted, that they were no longer able to keep up the same incessant stream of fire, which had twice repulsed the enemy; and on this third attempt, the redoubt, the walls of which the English mounted with ease, was carried at the point of the bayonet. Yet the Americans, many of whom were without bayonets, are said to have maintained the contest with clubbed muskets, until the redoubt was half filled with the king's troops.

"The redoubt being lost, the breast work which had been defended with equal courage and obstinacy, was necessarily abandoned; and the very hazardous operation undertaken of retreating in the face of a victorious enemy, over Charlestown Neck; where they were exposed to the same cross fire from the Glasgow man of war and two floating batteries, which had deterred the reinforcements ordered to their aid from coming to their assistance, and

had probably prevented their receiving proper supplies of ammunition."

The number of British troops engaged in this action was about 3000, and their loss in killed and wounded was 1050. The American force has been variously stated from 1500 to 4000; and their loss, in killed, wounded and missing, amounted to 450. General Warren was among the number of the slain, and a handsome monument now marks the spot where he fell.

The corner stone of the BUNKER HILL MONUMENT, on Breed's Hill, was laid on the 15th of June, 1825: on which occasion the Marquis Lafayette was present. The depth, however, proving insufficient, the foundation was subsequently relaid; and the work has since progressed about 80 feet from the foundation. The Quincy granite is used for its structure. Its base is 50 feet in diameter, and its height is to be 220 feet.

CHELSEA is situated about 3 miles northeast of Boston, at the mouth of Mystic river. The surface of the town is broken into several beautiful eminences, the highest of which is Richmond Hill, known in the period of the revolution as Powder House Hill; its height is 220 feet above the sea. Mount Bellingham is another eminence of gradual slope; it is laid out into streets, and affords delightful building lots over its whole surface. Chelsea is one of the most ancient towns in the vicinity of Boston; and is now the only one which remains connected with the city to form the county of Suffolk. The principal communication with the city is by the Chelsea bridge, through Charlestown, and by the Winnisimmet ferry, which usually has three steam boats constantly plying.

At the ferry landing, Winnissimmet village is the most thickly settled part of the town. Here are situated the U. S. Marine Hospital and the U. S. Navy Hospital. Chelsea Beach is a great attraction to strangers during the summer season.

FORT INDEPENDENCE is situated on an island at the outlet of Boston harbor, 3 miles distant; opposite to which is Governor's Island, containing a fort erected during the late war. These two forts command the entrance into the harbor of Boston. Seven or eight miles below is the light house, at the north-east extremity of the channel, where vessels enter the Atlantic.

NAHANT,

Is a peninsula running three or four miles into the sea, and is situated fifteen miles northeasterly from Boston. It is approached from the town of Lynn over a beautiful beach of a mile and a half in length. At the extremity of this beach commences the peninsula, which is about 2 miles in length, and in some parts half a mile broad, although its shores are extremely irregular, and indented with small bays worn into the rocks by the unceasing action of the waves.

The surface is uneven, rising in some places to the elevation of 60 or 70 feet above the level of the sea. The shore is very bold, and presents, on all sides, a grand embankment of broken massy rocks. At several points these rocks are worn into fantastic shapes, and at the time of high tide, or a swell of the sea, the roar and foam of the waters among them presents a most interesting spectacle, which is contemplated by the quiet observer,

seated on the summit above, with awe and admiration. The whole expanse of the ocean spreads out towards the east, and after a storm, the rolling waves come pouring in their immense burden upon these rocks, with such a power, sublimity and uproar of contending elements, as can hardly be conceived by any one who has not witnessed the scene. And again, when the sea is tranquil, it may be seen covered with shipping of all sizes, as far as the eye can extend, moving in different directions up and down the coast, and exhibiting an animating picture of the industry and activity of commerce.

Besides a view of the ocean, Nahant presents a great variety of other interesting prospects. On one side is seen the village of Lynn, Swanscut, Phillips' Beach, Marblehead, Egg Rock, Baker's Island, and the north shore as far as the highland of Cape Ann; on the other, Charlestown, Boston, the islands in Boston harbor, part of Dorchester, Braintree, Nantucket and Scituate, with the light-houses of Boston, Scituate and Baker's Island, forming together a panorama hardly to be equalled in beauty or variety.

The peninsula extends farther into the sea than any other head land in the bay. It is distant from the nearest island in Boston harbor, to the south, 7 miles—from the nearest point of the south shore, about 12 miles—from the north shore between 2 and 3 miles. It is on this side connected with the main land by a beach a few rods wide. Thus insulated and surrounded by water, Nahant enjoys a climate and temperature very cool, and, comparatively, very equable—a circumstance of much importance to the invalid, and which will determine the

choice of a great portion of those who annually leave the city for the purpose of health or amusement.

A spacious and elegant Hotel stands near the extremity of the peninsula, in a very commanding and pleasant situation. It is surronnded by piazzas, which afford a most delightful prospect in every direction, and receive the cool and refreshing breezes every part of the day. In a small village, a quarter of a mile from the Hotel, are several private boarding houses, for invalids and those who seek retirement. Numerous cottages, too, have been erected by several individuals for the purpose of affording more extensive and elegant accommodations to those who may pass the summer in this delightful place of residence.

Nahant has many amusements. Angling with the rod may be enjoyed as a pleasant recreation, standing on the rocks; and those who would try their skill in decoying larger prey, may go out in boats, which are always in readiness, and furnished with suitable apparatus. Game, too, is abundant in the vicinity. But there are few amusements or pleasures superior to that of riding, at suitable hours of the day, on the beach.

On the whole, the proximity of Nahant to Boston—its facility of access—the beauty and grandeur of its scenery—and above all, the singular local advantages it affords for invigorating the constitution, the salubrity and bracing tone of its atmosphere, and the excellent accommodations it offers to visitors—will always make it a place of extensive resort during the summer months.

FORTS AROUND BOSTON, ERECTED DURING THE REVOLUTION.

The fortifications which were thrown up around Boston, which held a British army besieged during eleven months of the revolution, and which finally compelled them to carry their arms and warfare into other lands, will always be regarded as objects of interest by every stranger visiting that section of country. Many of these works are still in fine preservation, while others have become defaced by the hand of time, or have been removed to give place to modern improvements. The following description of those remaining is extracted from Silliman's Journal, and will prove a guide to strangers in determining their localities.

At *Breed's Hill*, that blood-stained field, the redoubt thrown up by the Americans is nearly effaced; scarcely the slightest trace of it remains; but the entrenchment, which extended from the redoubt to the marsh, is still marked by a slight elevation of the ground. The redoubt thrown up by the British on the summit of the hill, may be easily distinguished.

Bunker Hill.—The remains of the British fort are visible; the works must have been very strong, and occupied a large extent of ground—they are on the summit and slope of the hill looking towards the peninsula.

Ploughed Hill.—The works upon this hill were commenced by the Americans on the night of August 26th, 1775, and received more fire from the British than any of the other forts; in a few days, more than three hundred shells were fired at these fortifications. A small part of the rampart remains, but the whole hill is sur-

rounded by the mounds and fosse of the ancient fort, which has been nearly obliterated.

Cobble or Barrel's Hill was fortified, and occupied as a strong post, in the war of the revolution, by General Putnam, and, in consequence of its strength, was called Putnam's impregnable fortress. It was commenced on the night of November 22d; and the activity of its fire is well known to those who have studied the details of the siege of Boston. This fort has been destroyed; but the position is easily identified.

Lechmere Point Redoubt, one hundred yards from West Boston bridge, displays more science in its construction, and has a wider and deeper fosse than most of the other fortifications. It was commenced on Dec. 11th, 1775, and it was several days before it was completed, during which time it was much exposed to the fire of the English in Boston. Two or three soldiers of the revolutionary army were killed at this redoubt, and the Prunus Virginiana, with its red berries, marks the spot where they were probably interred. Upon one angle of the fort, where the cannon were pointed with most destructive effect, a church is now erected.

A causeway made across the marsh, the covered way which crosses the brow of the hill, and the lines which flanked Willis' creek, are still perfect, and may be traced with great facility.

Winter Hill Fort appears to have been the most extensive, and the entrenchments more numerous, than any of the other positions of the American army. The fort on the hill is almost entirely destroyed; only a small part of the rampart still remains perfect.

A redoubt situated upon Ten Hill Farm, which commanded the navigation of the Mystic river, is complete, as are also some slight entrenchments near.

A redoubt, situated between Winter and Prospect hills, has been completely carried away, and a quarry has been opened on the spot. In the general orders, issued at Cambridge, guards were directed to be stationed at White House Redoubt, and this it is believed was the post intended. General Lee is said to have had his head quarters in a farm house immediately in the rear of this redoubt.

Prospect Hill has two eminences, both of which were strongly fortified, and connected by a rampart and fosse; about two hundred yards are quite entire; they are ornamented with the aster, solidago, rosa, &c.; and those who feel any curiosity about these lines, will be much gratified by the view here afforded. The forts on these hills were destroyed only a few years ago, but their size can be distinctly seen. On the southern eminence a part of the fort is still entire, and the south-west face of the hill is divided into several platforms. There are also evident marks of the dwellings of the soldiers. The extensive view from this hill, the walk on the ancient ramparts, and the sight of the various stations occupied for the American army, will render this spot, at a future period, a favorite resort.

The Cambridge Lines, situated upon Butler's Hill, appear to have consisted of six regular forts, connected by a strong entrenchment. The most northerly of these forts is perfect. With the exception of one of its angles destroyed by the road, it appears as if just quit-

ted by the army of America; its bastions are entire, the outline is perfect, and it seems a chief d'œuvre of the military art.

A square fort may be seen near the southern extremity of these lines, in fine preservation; it is in a field within two hundred yards of the road to Cambridge. The eastern rampart is lower than the others, and the gateway with its bank of earth still remains.

The Second Line of Defence may be traced on the college green at Cambridge, but its proximity to the public halls may have produced some inconvenience, and it has been carefully destroyed.

A semicircular battery, with three embrasures, on the northern shore of Charles river, near its entrance into the bay, is in a perfect state of preservation. It is rather above the level of the marsh, and those who would wish to see it, should pass on the road to Cambridge until they arrive at a cross road which leads to the bank of the river; by following the course of the stream, they may arrive at this battery without crossing the marsh, which is its northern boundary, and difficult to pass.

Brookline Fort, or, as it is called in the annals of the revolution, the fort on Sewell's Point, was very extensive, and would still be perfect, were it not for the road which divides it into two nearly equal parts. With this exception, the rampart and an irregular bastion, which commanded the entrance of Charles river, are entire. The fort was nearly quadrangular, and the fortifications stronger than many of the other positions of the American army.

A battery, on the southern shore of Muddy river, with three embrasures, is only slightly injured.

Forts at Roxbury.—The lower fort at Roxbury appears to have been the earliest erected, and by its elevation commanded the avenue to Boston over the peninsula, and prevented the advance of the English troops in that direction. It is of the most irregular form, the interior occupies about two acres of ground, and as the hill is bare of soil, the places may still be seen whence the earth was taken to form the ramparts. This fortification has not been at all injured, and the embrasures may still be noticed where the cannon were placed which fired upon the advanced lines of the enemy.

On a higher eminence of the same hill is situated a quadrangular fort, built on the summit of a rock, and being perhaps their first attempt at regular fortification, it was considered by the militia of unparalleled strength, and excited great confidence in that wing of the army stationed at Roxbury.

The Roxbury Lines, about three quarters of a mile in advance of the forts, and two hundred yards north of the town, are still to be seen on the eastern side of the peninsula, and may be distinguished by any person going the nearest road to Dorchester, over Lamb's dam.

At this period it may be proper to mention the British fortifications. The lines situated upon the Neck may be seen to great advantage on the western side of the isthmus, about a quarter of a mile south of the green stores. There appear to have been two lines of entrenchments carried quite across the peninsula, and the fosse, which was filled at high water, converted

Boston into an island. The mounds, ramparts and wide ditches which remain, attest the strength of the original works. The small battery on the common, erected by the British, may perhaps remain for a long period of years, as a memorial of ancient times.

The Dorchester Lines.—Of these some very slight traces may be distinguished.

Forts on Dorchester Heights.—We now hasten to the last forts, the erection of which terminated the contest in this portion of the eastern states of America. It is to be regretted that the entrenchments thrown up by the army of the revolution, on the heights of Dorchester, are almost entirely obliterated by the erection of two new forts in the late war. But some traces of the ancient works may be seen on both hills; the old forts were constructed with more skill and display more science than the recent works, the ramparts of which are even now falling down; and we would gladly see them destroyed, if from their ruins the ancient works could re-appear.

A noble octagonal fort and two batteries, which may be seen in perfect preservation upon the promontory, were erected after the departure of the English from Boston. The fort is situated at the point; one battery is in the rear of the House of Industry, whose inmates will probably soon destroy it, and the other upon a rising ground immediately below the heights of Dorchester.

At *Nook Hill*, near South Boston bridge, may be seen the last breast-work which was thrown up by the forces of America during this arduous contest. Its appearance on the morning of March 17, 1776, induced the departure of the British troops from Boston in a few

hours, and thus placed the seal to the independence of the New-England states. But those who would wish to see this entrenchment must visit it soon. The enemy have attacked it on three sides, and are proceeding by sap and by mine; part of the fosse is already destroyed, and the rampart nods to its fall.

FROM BOSTON TO PORTLAND (Me.) 128 miles.*

The rail road and stage route is as follows:

By rail road.	*Miles.*		*By stage.*	*Miles.*	
Lynn, (Mass.)	10		Exeter,	4	48
Salem,	5	15	Portsmouth,	14	62
Beverly,	2	17	York, (Maine)	9	71
Rowley,	13	30	Wells,	15	96
Newburyport,	3	33	Kennebunk Pt.	6	102
East Kingston, (N. H.)	11	44	Saco,	10	112
			Portland,	16	128

The rail road, which commences at the depot of the Lowell road, will ultimately be rendered continuous. At present, however, it is completed no farther than East Kingston, near Dover, N. H., 44 miles in extent.

LYNN, 10 miles from Boston, is a large township, with a population of 10,000. It contains 8 or 10 churches, and many large manufacturing establishments for ladies'

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* The distance by steamboat is 126 miles, as follows:

	Miles.			*Miles.*	
Point Shirley,		4	Boar's Head,	7	60
Nahant,	6	10	Portsmouth Harbor	12	72
Marblehead,	6	16	York Harbor,	5	77
Salem Harbor,	3	19	Kennebunk Harb'r	12	89
Gloucester Harbor,	8	27	Fletcher's Neck,	12	101
Cape Ann,	10	37	Cape Elizabeth,	13	114
Newbury Harbor,	16	53	Portland,	10	124

shoes, which are sent to the southern states and the West Indies. The Lynn Beach connects the peninsula of Nahant with the main land, and is a favorite resort in summer.

SALEM, which is entered by the rail road through a tunnel, is considered the second town in New England in commerce, wealth and population. It is located on a peninsula formed by two inlets of the sea, called North and South rivers. On the opposite side of North river is the town of Beverly, to which a bridge leads, 1500 feet in length. Marblehead is on the opposite side of South river, which forms the harbor, defended by two forts. Salem contains a court house, 3 banks, an atheneum, a museum, an orphan asylum, and 13 churches. The *Square*, near the centre of the town, is a beautiful tract of ground, and is surrounded by numerous elegant private dwellings.

Salem was settled as early as 1626. Its Indian name was Naumkeag. In 1692, and for some time afterwards, several of its inhabitants became a prey to the greatest credulity and bigotry. Its prison was crowded with persons accused of witchcraft, many of whom paid their life as a forfeit for their supposed crimes. The present population of the town is from 12 to 15,000.

NEWBURYPORT is handsomely situated on the south bank of the Merrimack river, three miles from its mouth, rising on a gradual acclivity from the water. The streets are wide, and intersect each other at right angles; and many of the houses are elegant. The court house, standing at the head of one of the principal streets lead-

ing from the river, adds much to the beauty of the place. The village contains 2 banks, 7 churches, and 7000 inhabitants, and is a place of considerable trade; though it suffered much during the restrictive system, previous to the late war.

EXETER is handsomely located at the head of tide water, on the Exeter river, which is navigable for vessels of 500 tons burthen. The village exhibits considerable enterprise, and is the locality of several manufacturing establishments. The academy at this place is one of the most opulent and extensive in the Union.

PORTSMOUTH is the largest town and only seaport in New-Hampshire. It is located on the south side of the Piscataqua river, 2 miles from its mouth. The town contains 5 banks, an atheneum, an asylum for females, an alms house, custom house and 7 churches. A bridge, 2371 feet long, crosses the river at this place to Kittery, Me., on the opposite side. On an island between the two places, is a navy yard. The town is handsome in its appearance, is a place of considerable trade, and contains a population of about 8000.

In 1695 this place was assaulted by a party of Indians, and 14 of its inhabitants killed, 1 scalped, who recovered, and 4 taken prisoners. After burning several houses, the Indians retreated through what is called the *great swamp*. They were, however, overtaken the next morning by a company of militia, dispersed, and the prisoners retaken.

After leaving Portsmouth, the villages of York, Welles, Kennebunk and Saco, are successively passed before reaching Portland; affording very little to interest, if we

except an old fort about three miles and a half northeast of Welles, and the falls at Saco, on the river of that name, which rises in the White Mountains of New-Hampshire. These falls are about 30 feet, and afford facilities for extensive manufacturing operations.

PORTLAND, the capital of Maine, and a port of entry, is a beautiful town, located on a peninsula projecting into Casco bay. This peninsula has two prominences, on one of which stands several elegant dwelling houses, and on the other an observatory. The harbor is safe, well defended, and has a light-house at its entrance. Among the public buildings in the town are an elegant court house, a jail, custom house, 2 banks, an academy, athenæum, and 10 churches. Population about 15,000. From the observatory, an extensive prospect is had of the ocean and of the country at the northwest, terminated by the White Mountains. On Bang's and House Islands, at the entrance of the harbor, are Forts Preble and Scammel. At the east, 32 miles distant, is seen the light-house at the mouth of the Kennebec river, with a great variety of islands intervening. West of the observatory, is Fort Sumner, on a hill, with several intrenchments made during the revolutionary war.

Portland (then called Falmouth) was nearly laid in ruins in October, 1775. The inhabitants were required by Capt. Mowatt, of the British sloop of war Canceau, to surrender their arms; and on a refusal, he commenced a bombardment of the town, which lasted nine hours, resulting in a destruction of 130 houses, three-fourths of the whole number.

Stages leave Portland daily for the White Mountains, in New Hampshire, (*see pp.* 312 *to* 319) passing through Westbrook, Gorham, Standish, Baldwin, Hiram, Brownsfield and Fryeburgh to Conway, which they reach at evening. Distance 62 miles—fare $3. From Conway, stages pass through Bartlett, Hart's Location, over the Avalanches at the Notch of the White Mountains, thro' Nash and Swain's Location, Britton Woods and Bethlehem, to Littleton, on the Connecticut river. Distance 48 miles—fare $3. [Littleton is 17 miles below Lancaster, 100 miles north of Concord, N. H, and is located at the mouth and falls of the Amanoosuc river. *See p.* 312.]

FROM PORTLAND TO EASTPORT—231 miles.

	Miles.			*Miles.*	
North Yarmouth,		12	Castine (by water)	9	118
Freeport,	6	18	Bluehill,	10	128
Brunswick,	9	27	Elsworth,	14	142
Bath,	7	34	Franklin,	12	154
Wiscasset,	15	49	Cherryfield,	20	174
Waldoboro',	18	67	Columbia,	12	186
Warren,	9	76	Machias,	15	201
Thomaston,	4	80	Whiting,	15	216
Camden,	11	91	Eastport,	15	231
Belfast,	18	109			

The route is near the coast, and embraces an extent of highly interesting and romantic country.

North Yarmouth, 12 miles north of Portland, is located on Casco Bay, about 35 miles from the ocean, and is a village of some magnitude, containing 4 churches, an academy, and about 4000 inhabitants. The bay affords fine anchorage for vessels, and the surrounding country is picturesque and interesting.

FREEPORT, 6 miles farther, is at the head of Casco bay, and contains a population of about 2500 inhabitants.

BRUNSWICK, 9 miles. The village, which is peculiarly pleasant, is situated on the southwest bank of the Androscoggin river, at the falls, which furnish valuable seats for mills and manufactories. *Bowdoin College*, at this place, is located on an elevated and beautiful plain, enjoying a rich and diversified view of the river and surrounding country. The college originally received a donation of $10,000 from the late James D. Bowdoin, Esq., and five townships of land from the state. It also receives $3000 annually from the latter. From 130 to 150 students are yearly educated at this institution.

BATH, 7 miles farther, is a port of entry, on the west side of the Kennebec river, 15 miles from its mouth. The river is here a mile wide, and the town is built on an acclivity for a mile and a half in extent, and assumes a very handsome appearance from the water. It is a place of extensive business, and contains two banks, an academy, 5 churches, and a population of nearly 5000 inhabitants.

WISCASSET, 15 miles, is a port of entry, located on the west side of Sheepscot river, with an excellent harbor. The place contains a court house, jail, bank, insurance office, and some other public buildings, and a population of about 2500.

WALDOBORO', 18 miles, is a port of entry, and a place of considerable trade, containing a population of about 3000 inhabitants.

WARREN, 9 miles, is located on St. George's river, which is navigable to this place for sloops.

THOMASTON, 4 miles, is a place of extensive business, situated on the west side of Penobscot bay, and on St. George's river, 12 miles from its mouth. The state prison of Maine is at this place, and is in a lot of 10 acres, enclosed by a solid wall, within which is an extensive quarry of limestone. There are also in the vicinity of the town inexhaustible quarries of lime and marble, of which large quantities are annually exported. The village contains a bank, and a population of about 3000 inhabitants. About a mile from the village is the ancient residence of the late Gen. Knox, now in a state of decay.

CAMDEN, 11 miles, and LINCOLNVILLE, 7 miles farther, are both situated on the west side of the Penobscot bay.

BELFAST, 11 miles from Lincolnville, is on the same side of the bay, and is a flourishing village.

CASTINE, 9 miles, is situated on a promontory, near the head of the east side of Penobscot bay, with a beautiful harbor stretching out before the town. Castine can be easily defended from assault; as the narrowness of the isthmus which connects it with the main land could be insulated with comparatively a small expense; added to which, strong batteries would enable it to resist any force which would probably be brought against it. This would be the more important in time of war, as an enemy in possession of the place would have command of the intermediate country from Penobscot to St. Croix. The place was taken during the last war, and the British entrenchments on a hill above the town, are still visible.

Blue Hill, Elsworth, Franklin, Cherryfield and Columbia are successively passed in travelling from Castine to

MACHIAS, a port of entry, and capital of Washington county, Me. The town contains two villages—one situated at the falls of the east branch of the Machias river, and the other at the falls of the west branch of the same stream. Between the two villages, a bridge is erected across Middle river, which, with the causeway, is 1900 feet long. Machias contains a court house, jail, four churches, a very flourishing academy, and is a thriving place.

EASTPORT is a port of entry on Moose island, in Passamaquoddy bay. The island is 4 miles long, with a bold shore, the tide ordinarily rising here 25 feet. The town is principally built on the southern part of the island, and contains a bank, 4 churches, and about 3000 inhabitants. There are also fortifications in the vicinity, which were constructed during the last war. The view from the heights on the island is very extensive and romantic, taking in the bay with its numerous islands and the adjacent coast. Between Eastport and the town of Perry, on the main land, a bridge has been constructed rising of 1200 feet long. A line of steam boats is established between this place and Boston, touching at Portland, so that travellers can take either a water or a land route to that city.

ROBINSTOWN, 13 miles north-west of Eastport, located at the mouth of the St. Croix river at its entrance into the Passamaquoddy bay, is on the boundary line between the United States and the British Province of New-Brunswick, and is opposite St. Andrews.

FROM PORTLAND TO QUEBEC—258 miles.

The road from Portland to Quebec is principally over the route pursued by Gen. Arnold and his troops in 1775, previous to the assault of that place by Gen. Montgomery. The intermediate distances are as follow:

	Miles.			*Miles.*	
North Yarmouth,		12	Norrigdework,	16	91
Freeport,	6	18	Solon,	20	111
Brunswick,	9	27	Moscow,	13	124
Bowdoinham,	13	40	Ferry over Kenebec river,	17	141
Gardner,	11	51	Monumet,	48	189
Hallowell,	4	55	St. Joseph,	54	243
Augusta,	3	58	St. Henry,	28	271
Sidney,	12	70	Quebec,	12	283
Waterville,	5	75			

North Yarmouth, Freeport, Brunswick and Bath have already been noticed.

HALLOWELL, 55 miles from Portland, is a very flourishing village, on the Kennebec river, at the head of tide water. It contains an academy, a bank, three churches, between 2 and 300 dwelling houses, some of which are very elegant, and about 3000 inhabitants. Granite is here obtained, which is considered equal to any ever discovered in the Union. Vessels of 150 tons burthen ascend the river as far as this place.

AUGUSTA, 3 miles, is the seat of government of the state, and is located on both sides of the Kennebec river, over which is a substantial bridge. A part of the village is on a very elevated plain above the river, and a part of it on its banks. Many of the dwellings exhibit much taste and elegance in their structure, and the

whole appearance of the place is peculiarly inviting and pleasant.

The *State House*, located here, is an ornament to the town, and highly creditable to the munificence of the state.

SIDNEY, 12 miles farther, is a pleasant village on the Kennebec river.

WATERVILLE, 5 miles, on the same river, is a place of considerable magnitude, containing a bank. At Teconick Falls in this town, at the head of boat navigation, there are several manufactories, and a flourishing village is springing up. *Waterville College*, under the direction of the Baptist denomination, is located in this town. It was commenced in 1818, and educates between 50 and 60 students annually for the ministry.

NORRIDGEWORK, 16 miles, is situated on both banks of the Kennebec river. It is the capital of Somerset county, and contains a court house and jail. The village is centrally located for the trade of a fertile back country, and is a flourishing place, containing a population of about 2000 inhabitants.

The route to Quebec continues through a less populous country for about 50 miles; when, for the remaining distance, it passes through extensive forests, with an occasional settlement only. These forests, however, are giving way to the arts of husbandry, and in a few years will doubtless be succeeded by a succession of settlements and cultivated farms.

FROM BOSTON TO PROVIDENCE, R. I.—40 miles.

The route is over the BOSTON AND PROVIDENCE RAIL ROAD, which was begun in 1831, and completed in 1835. The road commences in Boston, near the south-west corner of the common, and crossing the Boston and Worcester rail road, it proceeds in a south-westerly direction through Roxbury, Canton, Sharon, Mansfield and Attleborough. The greatest elevation is at Sharon, 23 miles from Boston, the ascent in reaching which, for a distance of five miles, is at the rate of 37 feet per mile. The descent from this ridge towards Providence averages from 10 to 12 feet per mile. Between Roxbury and Canton a branch, two miles long, has been constructed to the village of Dedham;* and from Mansfield, a branch, eleven miles long, has also been constructed to the village of Taunton. The main road and branches are each laid with a single track, but of the most permanent materials. The viaduct at Canton is a work of magnitude, and as an object of curiosity, is one of the most interesting on this road. It is 450 feet long and from 40 to 50 feet above the natural surface, built entirely of granite, in the most permanent manner.

Two trains of carriages for passengers pass daily (Sun-

*This is a large and beautiful town, containing a court house, jail, 6 churches and between 2 and 3000 inhabitants. Charles and Neponset rivers run through the place and afford numerous sites for mills and manufacturing establishments. Silk is reeled and throwsted here on a small scale—the first experiment of throwsting in the U. S.

days excepted) from and to Boston and Stonington, Conn. via Providence, connecting with the steamboats running between New-York and the two latter places—so that the time employed in a journey from Boston to New-York does not generally exceed 12 or 14 hours.

PROVIDENCE

Is situated at the head of tide waters on Narraganset bay, just above the mouth of the Seekonk river, and about 33 or 34 miles from the sea. The town is built on both sides of the river which bears its name, on the declivity of a hill that commands an extensive view of the surrounding country, and of the beautiful bay that lies below. It received a charter of incorporation and became a city in 1832. Its situation is not favorable to extensive commerce. Its wealth and enterprise are on this account principally devoted to manufactures, for which the numerous streams in its neighborhood afford abundant facilities. It contains a number of attractive public buildings—among which deserve to be mentioned, a court house, market, an arcade, a hotel near the depot of the Boston and Providence rail road, and especially several of the houses for public worship, which are built with unusual taste and elegance. It is also well supplied with institutions of charity and learning. In addition to nearly 20 houses of public worship, it has an asylum for the poor, a number of academies and a college. For the healthiness of its situation and the morals of its people, Providence stands among the first cities in the Union. Its population is about 18,000.

Brown University, established in this city, was incorporated in 1764, and has always held a respectable rank among the colleges of New-England. Since 1827 the Rev. Francis Wayland, D. D. has been its President. Under the able and well sustained administration of this distinguished gentleman, its character has been very much elevated, and its means of instruction greatly enlarged. A full and elegant philosophical apparatus was a few years since presented to the institution by a late munificent merchant of Providence, and still more recently a fund of 25,000 dollars has been raised for the increase of its library. The college edifices are situated on a commanding eminence, a little to the east of the city, in the midst of a spacious inclosure, adorned with trees and approached through a beautiful street, lined on either side by over-hanging elms. The buildings are three in number—University Hall, Hope College and Manning Hall. The latter is a beautiful model of chaste and simple architecture. It is devoted to the purposes of a chapel and library. The faculty consists of 6 professors besides the president, who is also professor of moral and intellectual philosophy, 3 tutors, and an instructor in modern languages. The number of its students is not far from 200.

About half a mile north-east of the university is a large building called the Quaker College. It was built by the society of Friends, and is occupied as a boarding school for that denomination. The building, which is of plain brick, and the spacious grounds around it, are made attractive by the appearance of neatness and good order that pervades them. A little to the south of this and of

corresponding dimensions, but richer architecture, stands the Dexter Asylum, a noble edifice, erected by the town from the avails of a legacy left by a late munificent citizen, whose name it bears.

The city abounds with the most delightful private residences. The new town on the west side of the river, has more the appearance of a flourishing commercial city than the old. It also contains many spacious dwellings, which impart to it an air of superiority. The *Hill*, or East Providence, as it is called, is occupied by gentlemen's private mansions, or country seats, all advantageously located, with fine court yards in front, thickly planted with shrubbery, while highly cultivated and beautiful gardens adorn the rear, and add immeasurably to their comfort. The charming residence of Messrs. Brown, Ives and Governor Fenner are entitled to particular notice. It was on the present domains of Governor Fenner that Roger Williams, the founder of Providence, first planted himself.

The BLACKSTONE CANAL terminates at this place. It commences in the Blackstone river at Worcester, Mass. 45 miles distant, and pursues the valley of the river to Woonsokett falls, near the Massachusetts line ; whence there is an excavation to Providence.

The STONINGTON AND PROVIDENCE RAIL ROAD, before noticed, also terminates at this place. It is about 49 miles long.

FROM PROVIDENCE TO NEW-YORK.

By Steamboat, 211 miles.

The following are intermediate distances:

	Miles.			*Miles.*	
Pawtuxet, ...	5		Southport, ...	5	143
Mount Hope, ...	8	13	Oldwell, ...	8	151
Bristol, ...	2	15	Stamford, ...	8	159
Newport, ...	10	25	West Greenwich, .	8	167
Point Judith, ...	14	39	New-Rochelle, ...	11	178
N. London Harbor,	35	74	Frog's Point, ...	8	186
Connecticut river,.	14	88	Flushing Bay, ...	3	189
Falkner's Island, .	19	107	Hurl-Gate, ...	4	193
N. Haven Harbor,	12	119	New-York, ...	8	201
Black Rock, ...	19	138			

PAWTUXET, 5 miles from Providence, is located at the mouth of the Pawtuxet river, and is a flourishing village of considerable trade.

MOUNT HOPE, 8 miles farther, is on the west shore of Mount Hope Bay. It is of a conical form, with an acute and nearly pointed apex, and rises about 300 feet above the water's edge. It is more particularly celebrated as the former residence of King Philip, a chief of the Narraganset tribe of Indians, possessed of uncommon intellect and military prowess. He was a great foe to the whites; and after many sanguinary conflicts, was finally killed near this place by a renegado Indian of his own nation.

BRISTOL, 2 miles farther, is a pleasant town, with a population of about 1500 inhabitants. The village is located on the east shore of the Narraganset bay, affording an excellent harbor for vessels of the largest dimensions. About two miles from the ferry there is an extensive

mine of anthracite coal, from which very considerable quantities are annually taken.

After leaving Bristol, the boat successively passes Patience and Prudence Islands, and reaches

NEWPORT in a distance of 8 miles from the latter. It is a large town, with an extensive harbor, which is defended by Forts Adams and Dumplings at its entrance, and by Fort Wolcott on Goat Island, opposite the town. There is also a small battery a mile above the town, called Fort Green. The village is about a mile in length, and rises in a gentle acclivity from the harbor, giving it a fine appearance when approached from the water. It contains a state house, theatre, five banks, twelve churches, several manufactories, and a population of about 8000.

Newport was possessed by the British for a considerable time during the revolutionary war. In 1778, under an expectation of aid from the French fleet, which had sailed into the harbor, an American force, of about 10,000 strong, commanded by Gen. Sullivan, and aided by Gen. Lafayette, made preparations for attacking the place. On the approach of the Americans, the British abandoned their outposts and retreated to their works within the town. These posts were immediately possessed by the Americans; and the most flattering prospects existed, that the allied forces would be enabled to capture the entire British army. But the French admiral took offence at some of the movements of Gen. Sullivan, and refused a co-operation. While an attempt at reconciliation was going forward, a British fleet suddenly appeared off Newport, which induced the

French admiral, as a precautionary measure, to sail out of the harbor. A severe storm coming on, prevented a naval engagement; and both fleets, being left in a shattered condition at the close of the tempest, retired—the British to New-York, and the French to Newport. During this time, Gen. Sullivan had laid siege to the town; and though interrupted by the storm, in which his army suffered considerably, he had succeeded in annoying the enemy and keeping him within the lines of the village. On the return of the French fleet, another effort was made to induce the admiral to co-operate with the Americans; but his ships had received so much injury in the gale, that he considered it necessary to repair to Boston, pursuant to previous instructions from his government. Under these circumstances, Sullivan determined on raising the seige. A retreat was effected in the night; but on its being discovered the next morning, the Americans were pursued by the British to Quaker Hill, where a sharp contest ensued, which resulted in the loss of between 2 and 300 of each army. Sullivan afterwards retreated to Massachusetts.

From its elegant and healthy situation, its proximity to the ocean, and the salubrity of its climate, Newport, for several years, has been a place of considerable resort in the summer months for invalids and parties of pleasure.

Point Judith, 14 miles from Newport, a cape on the west side of the Narraganset bay, is generally passed with less pleasure than any other part of the route. The boat here frequently encounters the full swell of the ocean wave, subjecting passengers to sea-sickness and its kin-

dred evils; and to avoid this, the inland route, by the way of New-London, is generally preferred.

Watch Hill Light House is passed in going 9 miles farther; whence to New-London Harbor is 26 miles. This is 4 miles from the city, noticed at p. 368. The mouth of the Connecticut river is 14 miles farther; whence to the New-Haven harbor, 4 miles from the city (see p. 379) is 31 miles.

BLACK ROCK, a small village, is 19 miles farther; whence to Southport, is 5 miles; thence to Oldwell, 8; thence to Stamford, 8; thence to West Greenwich, 8; thence to New Rochelle, 11; thence to Frog's Point, 8; thence to Flushing Bay, 3; thence to Hurl-Gate, (see p. 98,) 4; thence to New-York, (see pp. 86 to 100) 8 miles.

FROM PROVIDENCE TO NEW-YORK.

By rail road and steamboat—188 *miles.*

INTERMEDIATE DISTANCES.

By rail road.	*Miles.*		*Miles.*
Stonington, ...	49	Thence to New-York, as in table of distances, p. 363,....	127
By steamboat.			
N. London Harbor	12 61		188

The rail-road mentioned at p. 360, is taken to

STONINGTON, 49 miles. The village is incorporated; contains a United States arsenal, several factories, a bank, an academy, 4 churches, and a population of about 4000. It has a good harbor, and is a place of considerable trade.

The settlement of the place commenced as early as 1649. It had previously been a part of the territory of the Pequots, a powerful and warlike tribe of Indians. The early English settlers, in different parts of Connecti-

cut, had been frequently annoyed by this tribe; and, in 1637, it became necessary to take efficient steps for their expulsion. An expedition was entrusted to Capt. Mason, who, with about 90 colonists and 200 Mohegan and Narraganset Indians, encamped on the night of the 26th of May, at a place called Porter's rocks, a short distance from the present village of Stonington, and about three miles from one of the principal forts of the Pequots, which was situated on the summit of a hill. Two hours before day, the little army was in motion; and on approaching the fort, it was found that the enemy, about 700 strong, were in a profound sleep, without their usual watch, having spent a portion of the previous night in singing, dancing, insulting the English, &c., because their ships had passed by the harbor a few days previous. On a close approximation of Mason's men, a dog within the fort commenced barking, which awakened one of the Pequots; who, perceiving the approach of the assailants, aroused his comrades from their slumbers. Mason immediately advanced, and through the apertures of the palisades poured in a fire, and then rushed in through a part of the fort slightly barricaded. Notwithstanding their confusion, the Pequots defended themselves with bravery; but having but few other weapons than bows and arrows, they were unable to withstand the assailants, who cut them down without mercy with their swords and bayonets. To render the victory complete, Mason ordered their wigmans to be fired. The blaze soon spread in all directions, compelling the besieged to ascend the palisades; from whence more than one hundred were shot down by the assailants who had then surrounded the

fort. Others, attempting to break through the lines of the troops, were either shot or cut down, and several perished in the flames. The scene continued about an hour, when it was found that seventy wigwams had been destroyed, and that the ground was strewed with the bodies of between five and six hundred of the slain. Mason's loss was only two men killed and sixteen wounded.

In August, 1814, a bombardment of Stonington took place from a British 74, a frigate, a sloop of war and an armed brig; but with the aid of two 18 pounders and a four pounder, the inhabitants defended the place, prevented the landing of troops from barges, and finally compelled the enemy to haul off, with his brig considerably shattered.

For a notice of the residue of the route, see p. 366.

FROM STONINGTON TO NEW-LONDON.

12 miles.

The route is by stage, in a westerly direction, over a pleasant and handsomely cultivated country.

NEW-LONDON, located on the west bank of Thames river, within 3 miles of its mouth, is a city and port of entry. It has the best harbor in Connecticut, and is defended by Forts Trumbull and Griswold. It contains a court house, two banks, six churches, and a population of about 4500 inhabitants. Many of the houses on the heights, back of the town, and a few in the city, are handsome; but the general appearance of the place is uninteresting.

New-London, like Stonington, was once within the territory of the Pequot Indians, and was settled at the

same time. About 4 miles east of the city, on what is called Fort Hill, this nation had their strongest fortress. But slight remains of it, however, are now to be seen.

In September, 1781, after the treason of Arnold, an expedition was entrusted to his care against New-London. A strong detachment landed on both sides of the harbor at the mouth of the river. Arnold, who commanded in person the troops which landed on the west side, immediately advanced against Fort Trumbull, an adjoining redoubt, and New-London. These posts being untenable, were abandoned on his approach. Col. Eyere, who commanded the detachment which landed on the eastern side, proceeded to storm Fort Griswold, situate on Groton Hill. It was occupied by a garrison of 160 men, commanded by Col. Ledyard, a part of whom had just evacuated the works on the opposite side of the river. Ledyard defended the fort until the British succeeded in entering the embrasures with charged bayonets. Further resistance being useless, Ledyard surrendered his sword to the British colonel; who, in defiance of every rule of civilized warfare, plunged it into the bosom of the conquered officer, and continued the carnage until the greater part of the garrison was destroyed. Eyere, however, lost his own life in the affair, and 200 of his men were either killed or wounded. New-London was, at the same time, set on fire by the direction of Arnold, and most of its buildings and all the public stores deposited in the place consumed in the conflagration.

Forts Griswold and Trumbull are still in tolerable preservation; and were garrisoned by the government during the late war with Great Britain.

A steam boat leaves Norwich and New-London daily for New-York, and runs in conjunction with the Norwich and Worcester rail road, noticed at p. 372.

Stages also leave New-London at 8 A. M. and arrive at Hartford at 5 P. M. passing through Waterville, Montville, Salem, Colchester, Hebron, Marlborough, Glastenbury and East Hartford. Distance 47 miles—fare $2. This is the most direct route; but the traveller will find it interesting to take a trip up the Thames to Norwich; whence a conveyance may be had to Hartford, as noticed hereafter.

FROM NEW-LONDON TO NORWICH,

By steamboat—14 miles.

Previous to the settlement of New-London, in 1648, the Thames was called the Pequot river; but at that period it received its present name. It rises in the Massapaeug pond in Union, 3 miles N. E. of Hartford, passes into Massachusetts, re-enters Connecticut, and pursues a southerly course till it falls into Long Island Sound. It is navigable for large vessels no farther than Norwich. During the late war, while New-London was blockaded, the U. S. ships Macedonian, United States and Hornet, were moored in a cove above Massapeaug Point, and a small battery erected for their protection.

MOHEGAN is on the west bank of the Thames, four miles south of Norwich, and is the residence of about 300 Mohegan Indians, the only remnant of that once powerful tribe, who formerly owned this section of country. On *Horton's Hill*, not far from this place, the lines of an old Indian fort can still be traced.

TRADING COVE, about 1 mile farther, is a bay extending a short distance into what was once the Indian country, and derived its name from the traffic which was here carried on between the colonists and the Mohegans. The residence of Uncas, their sachem, and early friend of the whites, was near this cove, now the centre of the Indian reservation.

NORWICH

Is an incorporated city. It contains three compact settlements; of which Chelsea Landing, situate at the point of land between the Shetucket and Yantic rivers, is the principal. Its location is peculiarly romantic; and it is a place of much enterprise and business. What is called the TOWN is 2 miles northwest of Chelsea, containing the court house and some other public buildings; and a third settlement is Bean Hill, in the western part of Norwich. The city contains a bank, 4 or 5 churches, and several manufacturing establishments. The Yantic Falls, 1 mile from Chelsea, are handsome, and afford facilities for mills and manufactories. From a rock 70 or 80 feet in height, which overhangs the stream, tradition says a number of Narragansets once precipitated themselves when pursued by the Mohegans.

Settlements were commenced at Norwich as early as 1660. A part of the town was first conveyed to Thomas Leffingwell, a colonial militia officer, by the sachem Uncas, in consideration of services rendered him in a war with a neighboring tribe.

On an elevated bank north of what is called the *Cove*, and near the Yantic falls, is the burying ground of the

royal family of the Mohegans, commonly called "the burying ground of the Uncases." Many of their graves are still designated by coarse stones, on some of which are English inscriptions. Uncas was buried here and many of his descendants; but his family is now nearly or quite extinct.

The *Plain* near the burying ground was the summer residence of the Mohegans, and is a most delightful spot.

The NORWICH AND WORCESTER RAIL ROAD commences at Norwich and extends to Worcester, Mass. distant 59 miles, (see p. 297,) affording to the inhabitants on the line a rapid and easy communication by steam with Boston or New-York. The traveller, indeed, who is desirous of seeing the interior of Massachusetts and Connecticut, as well as the most important towns in either state, may, in a few hours reach Worcester; from which point, if he has already visited Boston, he may proceed by rail road to Springfield on the Connecticut river, noticed at p. 299; thence proceed to Hartford by steamboat; thence to New-Haven by rail road; and thence to New-York by steamboat. Pursuing, however, the systematic route contemplated in these pages, we next subjoin that

FROM NORWICH TO HARTFORD.

Stages leave Norwich in the morning, and arrive at Hartford in the afternoon. Distance, 39 miles—fare $2,50. The intermediate distances and places are as follow:

	Miles.		*Miles.*
Bozrah,.....	5	Bolton,.....	4 25
Lebanon,.....	4 9	East Hartford,.....	13 38
Coventry,.....	12 21	Hartford,.....	1 39

EAST HARTFORD is located on the east bank of the Connecticut river, directly opposite Hartford, with which it is connected by an elegant bridge, which, including the causeway, is nearly a mile long.

HARTFORD.

A settlement was commenced by the English at this place in 1634. The Dutch, from New-Netherlands, had previously established a trading house and a port at the place, for the purpose of carrying on a commerce with the Indians, and were disposed to prevent the English from participating in the traffic. But finding that this could not be effected, without a bloody contest, they abandoned the design.

The charter which was originally granted to the colonists of Connecticut, having been demanded by the English monarch in 1686, through the medium of an agent, it was regularly surrendered by the colonial legislature. This took place in an evening; and while it remained on a table in a room where an agent and several British officers had assembled, the windows being open, on a preconcerted signal, the candles were extinguished by persons in the street, and the charter seized by a citizen in the room, and conveyed to a tree; in the cavity of which it remained for several years. This tree is still standing; and is known by the name of the *Charter Oak*. It is located in the lower part of the town, in the street running east from the south church, and is directly in front of the ancient mansion of the Wyllis family. The charter is still preserved in the office of the secretary of state.

Hartford is located on the west bank of the Connecticut river, at the head of sloop navigation, and 50 miles from its mouth. The city is handsomely laid out, and contains a number of elegant buildings and private residences. Among its public buildings, are a state house, arsenal, 5 banks, an academy, a female seminary, besides several select schools of an academical character, all of which are well conducted; a college, an asylum for the deaf and dumb, a retreat for the insane, and 12 churches. It also contains a jail, on the modern penitentiary system, which is already considered a model and may challenge comparison with any in the United States. The population of the city is about 12,000.

Washington College is in Main street, in the south part of the city. It consists of two edifices; one of which is 150 feet long and 4 stories high, and contains the rooms of the students. In the other is the chapel, recitation rooms and library. It is in a prosperous condition.

The Deaf and Dumb Asylum is on Lord's Hill, one mile west of the city; and was the first institution of the kind established in the United States. The permanent fund of the institution, including a donation of land by congress, amounts to $215,539, of which sum $80,000 are available. The number of pupils is generally about 70, many of whom are supported by public and private charities.

The Exchange Buildings, on the corner of Main and State streets, are deserving of notice as a specimen of good taste, and as ornamental to the city.

The City Hall, at the corner of Temple and Market streets, just east of Main street, is a substantial and con-

venient structure, and creditable to the munificence of the inhabitants. It contains the *Centre Market.*

The New Episcopal Church and the *Orphan Asylum*, in Washington street, occupy a prominent place. The latter is delightfully situated on a commanding eminence, and ranks in spaciousness, beauty and excellent management, with the most favored establishments of the kind in other cities. The Episcopal Church is a monument of liberal public spirit guided by good taste, and is surpassed in design and execution by few, if any similar buildings in our country.

The Hospital for the Insane, is a stone building, 150 feet long and 50 wide, 4 stories high, with wings of 3 stories. It is located a little south of the city.

Hartford has undergone a surprising change within a few years. Its streets have been greatly improved; many of its old buildings have given place to new and elegant dwellings, and the whole appearance of the city exhibits an unusual degree of enterprise and prosperity.

STEAMBOATS.

A steamboat leaves Hartford for New-York daily, (Sundays excepted,) at 2 P. M. reaching New-York early the next morning; and leaves New-York daily at 4 P. M. reaching Hartford the next morning before breakfast—fare $2.

Steamboats also pass daily between Hartford and Springfield, on the Connecticut river, distant 28 miles (noticed hereafter.)

STAGES.

To Boston.—Stages leave daily for Boston, passing through Ellington, Tolland, Willington, Ashford, Thompson, Douglass, Mendon, Medway, Dover and Brooklyne. Distance 110 miles.

To Litchfield Ct., and Poughkeepsie, N. Y.—A stage leaves Hartford daily (Sundays excepted) at 11 A. M. and arrives at Litchfield the same afternoon, and Poughkeepsie the next day.

To Hanover, N. H. (up Connecticut river.)—A stage leaves Hartford daily, (except Sundays) arrives at Brattleborough, Vt., the first day, and Hanover, N. H., the second—passing through East Windsor, Ct., Springfield, Northampton, Deerfield and Greenfield, Mass., Brattleborough and Westminister, Vt., Walpole and Charlestown, N. H., Windsor and Hartford, Vt., to Hanover. [This line intersects the rail road line from Springfield to Boston, and the daily stage for Saratoga Springs at Charlestown.] Distance from Hartford to Hanover, 152 miles—fare $7,25.

To New-London.—A stage leaves Hartford at 7 A. M. and reaches New-London at 2 P. M.—Distance 47 miles—fare $2.

To Albany.—A stage leaves Hartford daily (Sundays excepted) at 10 P. M. and arrives at Albany the next afternoon.—Distance 96 miles—fare $5.

FROM HARTFORD TO MIDDLETOWN—15 miles.

The route is by stage through Wethersfield and Rocky Hill.

WETHERSFIELD is located on the west bank of the Connecticut river, 4 miles below Hartford. The soil, which is of the finest order, is principally devoted to the culture of onions; of which large quantities are exported annually. The labor is principally performed by women and children. The penitentiary of the state is at this place.

ROCKY HILL, 3 miles; a parish in the town of Wethersfield, containing a lofty eminence, from which a rich and variegated prospect of the surrounding country is enjoyed. Six miles farther is a village, called Middletown Upper Houses; from which place to the city of Middletown is 2 miles.

MIDDLETOWN

Is a port of entry, and is handsomely located on the west bank of the Connecticut river, 31 miles from its mouth. Among its public buildings are a court house, jail, alms-house, 2 banks, 7 churches and a university sustained by the Methodists. There are also several extensive manufactories of rifles, swords, buttons, ivory combs, woollen and cotton goods, &c. The population of the city is about 8000.

The Wesleyan University, founded in 1831, is an institution of great promise, under the patronage of the Methodist Episcopal church. Its buildings are eligibly situated, on a hill adjacent to the city, and command a fine view of the surrounding country. It possesses a valua-

ble library, cabinet of minerals, chemical and philosophical apparatus, &c.

On the east bank of the Connecticut, opposite to Middletown, are several quarries of free stone, used for building. Immediately below the city, the river turns abruptly to the south-east; and passes between two lofty hills, forming what are called the Narrows. Within these Narrows, on the south bank of the river, is a lead mine, which was used during the revolutionary war. It can be approached only in boats or by means of a foot path.*

FROM HARTFORD TO NEW-HAVEN—34 miles.

The route is by rail road as follows:

	Miles.			Miles.	
Newington, ...	4		Wallingford, ...	4	21
Worthington, ...	7	11	North-Haven, ...	6	27
Meriden, ...	6	17	New-Haven, ...	7	34

The villages in the respective towns through which the road passes being on elevated ground, while the valleys and low grounds have necessarily been selected for the site of the road, no important settlements are seen until reaching

*Continuing a course down the river, the steamboat successively passes Middle Haddam, Haddam, East Haddam, Essex or Pettipaug, and Saybrook, where the river enters Long Island Sound. The shores are generally bold and rocky, and present but few objects of interest. Saybrook was the first town settled on the river; at which time (1635) a small fort was erected at the place. The town was originally granted to Lord Say and Seal, Lord Brook and others, and derived its name from these proprietors. Yale college was located here for a time, and afterwards removed to New-Haven.

NEW-HAVEN.

This city, which is usually pronounced by travellers to be one of the handsomest towns in the Union, is located around a harbor which sets up about 4 miles from Long Island Sound, and is the semi-capital of the state. It is built on a large plain, encircled on all sides except those occupied by the water, by hills and lofty mountains, and is divided into two parts, called the old and new townships, in each of which is an open square. The houses are generally neat, and some are very elegant. To each dwelling there is generally attached a garden, and frequently a beautiful yard in front. Added to which several of the streets are adorned with lofty trees, giving the whole a rural and most delightful appearance. Among the public buildings are a state house, the college edifices, 6 churches, a court house, jail, 2 banks, a custom house and 3 or 4 academies. The population is between 12 and 14,000.

The Public Square or Green, near the centre of the city, is an elegant spot, containing several acres, and is surrounded by stately elms. In the centre are three churches and the state house; on the west side, the college buildings; and on the east side, fronting the state house, the Tontine Coffee House.

Yale College was founded in 1701, and was named after its early benefactor, Elihu Yale, governor of the East India Company. It was originally located at Killingworth; afterwards removed to Saybrook, (*see p.* 378;) and thence, in 1717, to New-Haven. The faculty is composed of a president, 10 professors, a librarian and 8

tutors. The library consists of about 10,000 volumes; and the literary societies among the students have libraries amounting, collectively, to 5000 more. The cabinet of minerals is very extensive, and by far the most valuable of any in the Union. The college buildings consist of four spacious edifices, each 4 stories high, 104 feet long and 40 wide, and each containing 32 rooms for students; two chapels, one containing a philosophical chamber; a Lyceum, containing the library and recitation rooms; and a handsome dining hall in the rear of the other buildings. Seven of these buildings stand in a line fronting the green, the Lycum occupying a central position; and the whole, with the charming scenery around, form a most enchanting and elegant landscape. The medical institution fronting College street is connected with the college, and has a valuable anatomical museum. The number of students at Yale is generally from 450 to 500.

The Burying Ground, containing several acres, is divided into parallelograms, which are subdivided for families. The ground is planted with trees, mostly willows; and the white monuments, several of which are obelisks, seen through the foliage, with the taste and uniformity every where discovered, give to the whole a most impressive and solemn appearance.

The Tontine Coffee House is one of the best establishments of the kind in the U. S. It is located directly in front of the state house and college edifices, the public square intervening, commanding from its upper or fourth story a beautiful and extensive view of the city and the surrounding country.

West Rock is 2 miles north-west of New-Haven. It is the southern extremity of the east ridge of the Green Mountains, and is a perpendicular bluff fronting the south, 400 feet in height. The village of Hotchkisstown is at its foot. The cave in which the regicide judges, Whalley & Goffe, secreted themselves for three or four years, (*see p.* 293,) is on the summit of the rock, about a mile north of the bluff. The cave is formed by the crevices between several large rocks, apparently thrown together by some convulsion, and is entirely above ground. Near the top of one of the rocks is this inscription: "Opposition to tyrants is obedience to God." During the continuance of the regicides at this place, they were furnished daily with food by a family who resided near the foot of the mountain.

East Rock is 2 miles north-east of New-Haven, and is the southern termination of the Mount Tom range of mountains. It is 370 feet high, and from its top a fine view is had of New-Haven, its harbor, the Sound and Long-Island.

The Farmington Canal, which was originally commenced at the north line of the state, terminates at New-Haven—distance 58 miles, lockage 218 feet. This canal has since been extended to Northampton, Mass. between 20 and 30 miles farther; and a branch has been constructed from Farmington up the Farmington river, to New-Hartford, 15 miles.

The towns bordering on the Sound, near New-Haven, are visited in the summer months by numerous invalids for the benefit of the sea breeze and a salubrious climate. Among these towns, GUILFORD, 15 miles east of New-

Haven, is generally preferred. It has two harbors, is a place of considerable trade, and is constantly supplied with the best of oysters, lobsters and fish, taken in and near the harbors.

Steamboats ply between New-Haven and New-York daily, and the passage is generally performed in 8 or 9 hours. Fare $2.

Stages leave New-Haven daily for Boston, Albany and New-York. Distance to Boston, 136 miles; to Albany, 110 miles; to New-York, 86 miles.*

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*This route is usually performed in 12 or 14 hours, and the intervening places and distances are as follow:

	Miles.			Miles.	
Stratford,	13		Stamford,	11	42
Bridgeport,	3	16	Greenwich,	6	48
Fairfield,	5	21	Harlæm,	30	78
Norwalk,	10	31	New-York,	8	86

BRIDGEPORT is handsomely situated on both banks of the Pughquonnuck river, which here empties into the Bridgeport harbor, communicating with Long-Island Sound, 3 miles below. The village contains a population of between 2 and 3000, and is destined by means of a rail road which is now in progress to West Stockbridge, Mass. (*see p.* 299,) to become a place of importance. When finished, this road will afford a winter communication, by steam, between New-York and the city of Hudson, 28 miles below Albany; and on the completion of the road from West Stockbridge to Springfield, a like communication in the interior to Boston.

FAIRFIELD 5 miles from Bridgeport, is a port of entry on Long Island Sound, containing a court house, academy, several churches, and a population of about 2000. It was on a low level piece of ground, which is seen on the left side of the road, about a mile and a half after leaving the village, that the remnant of the Pequot tribe of Indians, after the destruction of their fort by Capt. Mason at Mystic, (*see p.* 366,) were either killed or captured. The battle was severe and bloody, and some relics of arms

FROM NEW-HAVEN TO LITCHFIELD.

A stage leaves New-Haven daily for Litchfield, passing through Waterbury and Watertown—distance 38 miles.

Passing West Rock, (*see p.* 381,) and proceeding thence for a considerable distance in a northerly direction, through a beautiful valley, having on its right a lofty rocky barrier, with rude perpendicular precipices, *Beacon Mountain* is reached in travelling 14 miles from New-Haven. This mountain is a ridge of almost naked rocks stretching to the southwest. "The road, which is formed in the natural gap of the mountain, here winds through a bold gulf or defile, so narrow, that at one place only a single carriage can pass at once. On both sides, the cliffs are lofty, particularly on the left; and on the right, a little distance from the road, they overhang in a frightful manner." Beyond this gap, the road turns more to the

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used in the contest are at this day occasionally found by the inhabitants.

NORWALK is on the Sound, and is a pleasant village, containing an academy and 3 churches.

WEST CHESTER COUNTY, which is entered in a few miles after leaving Greenwich, and which was "neutral ground" during the revolutionary war, was selected by Mr. Cooper, the novelist, as the principal scene of his "Spy."

At HORSENECK, 33 miles from N. York, the traveller is shown the steep, down which Gen. Putnam descended on horse-back during the revolution.

At HARLÆM, 8 miles from New-York, the road passes near the East river, affording the traveller a view of HURL GATE. (*See p.* 98.)

left, running along a rivulet; and after three or four miles, on rising an eminence, the Naugatuck, a branch of the Housatonic river, is discovered. It runs through a deep and narrow gulf, which is seen from the road.

WATERTOWN, 26 miles from New-Haven, is on a commanding hill, and is a beautiful little village, containing two churches.

LITCHFIELD is on a handsome eminence, and is considered one of the most pleasant villages in the state. The principal street extends more than a mile in length, and contains a collection of neat houses, adorned with gardens and court-yards. Among the public buildings are a court-house, jail, bank and two churches.

Mount Tom, near the south-west corner of this town, is 700 feet above the river at its base, and affords from its top an extensive prospect.

The Great Pond in Litchfield, comprises an area of about 900 acres, is the largest in the state, and is a beautiful sheet of water, affording at its outlet a number of valuable mill sites.

Mount Prospect, is a rocky, wood clad, elevated ridge, of two miles extent. From its summit an interesting and diversified view is presented of villages and lakes, and of a well cultivated, healthy country.

From Litchfield, a stage may be taken daily, passing through East Goshen, Norfolk, Canaan, Sheffield, Great Barrington, West Stockbridge, Chatham, Nassau, Schodack and Greenbush to Albany, and reaching the latter place in about 24 hours. Distance 72 miles—fare $4. This is the most direct route, also, from Litchfield to Saratoga

Springs; but, to make the tour of New-England more complete, it is recommended to proceed from Litchfield to Hartford, and thence up the beautiful valley of the Connecticut river, which is variegated with villages and country seats, and presents some of the finest scenery on the continent.

FROM LITCHFIELD TO HARTFORD.

A stage may be taken at Litchfield daily, except Sundays, passing through Harwinton, Burlington and Farmington, and reaching Hartford in about 7 hours. Distance 30 miles—fare $2.

HARWINTON is a small village, 7 miles from Litchfield, on the Naugatuck river.

BURLINGTON, 7 miles.

FARMINGTON, 6 miles. This is a pleasant village, located on the Farmington river, which, after leaving the village, takes a northerly course for 15 miles, where it is joined by the Salmon river. It then turns to the southeast, passing between lofty mountains, and descends a cataract of 150 feet; after which it is called the Windsor river, and joins the Connecticut 4 miles above Hartford. Farmington contains 3 churches and a population of between 2 and 3000. [For a notice of the Farmington canal, which passes through this place, see p. 381.]

HARTFORD, 10 miles. (*See p.* 373.)

ROUTE UP THE VALLEY OF THE CONNECTICUT RIVER.

Steamboats run daily up the Connecticut river as far as Springfield, 28 miles from Hartford. In the stage route, on the east side of the river, the first village reached is

EAST WINDSOR, 8 miles from Hartford. Settlements were commenced at this place as well as at Hartford, in 1633. At East Windsor Hill, one of the most delightful localities in the whole valley of the Connecticut, the traveller passes the handsome buildings of the East Windsor Theological Seminary. This institution, which has been recently founded, is under the presidency of the Rev. Doct. Tyler, assisted by several professors, and is in a flourishing condition.

ENFIELD, 10 miles farther. A canal has been constructed around the falls at this place, of sufficient dimensions to receive the largest class of canal boats. Its depth varies from four to twenty feet; the average width, at the surface of the water, is about seventy feet, and its length five and a half miles.

SUFFIELD, 1 mile from Enfield, on the west bank of the river, is a beautiful town. The village, which is on an eminence about a mile west of the river road, is composed principally of one street, half a mile in extent. The houses, with their handsome gardens and yards, present a picturesque and elegant appearance. A sulphur spring, a mile or two southwest of the village, is a place of some resort by invalids.

SPRINGFIELD, 9 miles farther. (*See p.* 299.)

SOUTH HADLEY FALLS, are 12 miles from Springfield. The river here descends in the distance of two and a half miles, 52 feet; and on the east side, commencing at South Hadley village, a canal has been constructed, corresponding in extent with these falls, through which lumber and the largest boats pass.

Previous to reaching Northampton, the river, passes between Mount Tom on the south, and Mount Holyoke (*see p.* 292) on the north. North of the latter mountain, a most charming and extensive plain is presented, embracing many elegant villages and country seats.

NORTHAMPTON, 5 miles from South Hadley. (*See p.* 292.)

HADLEY, 2 miles east of Northampton. (*See p.* 293.)

HATFIELD, 5 miles north of Northampton, on the west side of the river, is a neat and venerable town, having been settled as early as 1658. In October, 1675, after the burning of Springfield, (*see p.* 299,) the Indians under Philip, flushed with their repeated successes, made an attack on Hatfield; which was then defended by two companies, aided by a third, which came to their relief during the conflict. The Indians were about 700 strong, and made a furious assault upon the town in various directions, pillaging and burning several of the houses. But they were defeated, and compelled to seek safety in a precipitate flight.

On the 30th of May of the following year, another attack was made upon Hatfield by 600 Indians. Twelve

unfortified buildings were immediately burnt; but the others, which were pallisaded were defended by a few inhabitants. Part of the Indians then repaired to the fields, and attacked the men at their labor; but 25 young men crossed the river from Hadley, and rushing upon the enemy, killed several, and finally, with the aid of the inhabitants, dispersed them.

MUDDY BROOK, 9 miles from Hatfield, is a small village, deriving its name from a stream which passes through the place, bordered by a narrow morass. The place in 1675, and for some time subsequent, was called *Bloody Brook*, in consequence of a battle which was fought with the Indians on the 18th of September of that year. Capt. Lothrop, who had been despatched with 80 men and several teams, to secure a quantity of wheat in Deerfield, two or three miles farther north, was surprised on his return through this place, by a party of 700 Indians, who had secretly watched his movements, and who lay in ambush awaiting his arrival. He had no sooner crossed the small stream above mentioned, than they rushed upon him, pouring in such a deadly fire as to produce complete discomfiture. Lothrop and his men fled; but being pursued and overtaken at all points, they resolved to sell their lives in a vigorous struggle. They accordingly posted themselves behind the neighboring trees; when the conflict became a trial of skill in sharp shooting. At length the struggle terminated in the annihilation of nearly the whole of the English. Lothrop was killed in the early part of the action; and his loss, including teamsters, amounted to ninety. The troops at Deerfield, under Captain Moseley, hearing the musketry, has-

tened to the scene of combat, and arrived soon after its close. They found the Indians stripping the slain. Mosely improving the favorable opportunity, rushed upon them and cut them down in all directions, driving the remainder into the adjacent swamps. The next morning it was found that a few Indians had returned to the field of battle for the purpose of plunder; but they were soon dispersed.

Though the loss of the enemy on the previous day was estimated at about 100, the engagement was, nevertheless, more disastrous in its consequences to the English. The destruction of ninety valuable men, the flower of a thinly scattered population, was calculated to produce much despondency, and occasion the most serious apprehensions for the safety of the remaining colonists.

The place where this battle was fought is near the centre of the village, about 30 rods south of the church. The bridge over the stream is located at the place where Lothrop crossed.

DEERFIELD, 3 miles from Muddy Brook, and 17 miles north of Northampton, is a handsome village on the west bank of the Connecticut river. It is in the midst of a very fertile and beautiful country, presenting a succession of rich and highly cultivated farms. The town was among the early settlements on the river; and, more than any other place, was the theatre of Indian warfare. In September, 1675, an attack was made on the place, one man killed, and several houses reduced to ashes. For about 20 years subsequent to this, owing to repeated incursions of the savages, the inhabitants were often com-

pelled to abandon their dwellings and seek a temporary asylum in the neighboring towns. During the French wars under William and Anne, however, they maintained their ground until 1704; made many improvements and enclosed the centre of the village by an extensive but imperfect pallisaded work. This fortification was attacked by about 350 French and Indians, in the month of February of that year. They had secretly taken a position two miles north of the village on the evening of the 9th; whence they cautiously proceeded to the fort the next morning before day. There being no sentinels posted, the fortification was easily entered, and the work of destruction commenced ere the inhabitants had aroused from their slumbers. A feeble resistance, only, could be made. All the houses, except one, within the palisades, were burnt; between 40 and 50 of the inhabitants were killed, and 112, including women and children, made prisoners. In the drear of winter, with a scanty supply of provisions, and with little clothing, the unfortunate captives were compelled to take up their line of march for Canada. Mr. Williams, the clergyman of the place, and his family, were of the number. His wife* was murdered in two or three days after commencing the excursion; and sixteen others either died or were massacred before reaching the Province. Most of those who survived, after remaining in captivity for some time, were

* She was afterwards with her husband, interred in the church-yard at Deerfield, and marble slabs placed over their graves.

redeemed. A daughter of Mr. Williams, however, who had married an Indian chief, refused to return. She assumed the habiliment of a savage, and died in Canada some years afterwards. Several of her descendants are still living there.

The house which survived the conflagration at Deerfield is still standing. It is in a tolerable state of preservation, and exhibits to this day the perforation made in the door by tomahawks, as well as the marks of balls in the interior. One of these marks is shown as having been made by a ball which killed a female in the house; and in one of the timbers a bullet is seen, which has never been extracted.

GREENFIELD, 4 miles from Deerfield, is a large and pleasant village, on the west side of the river; from which it is distant 2 miles. It contains a court house, jail, bank and 3 churches. It is a central position for the trade of the surrounding country, and is a place of wealth and enterprise.

TURNER'S FALLS, on the Connecticut river, are 3 miles from Greenfield, in a north-easterly direction. The road taken in visiting them is east of the ordinary stage route; and it is customary therefore, after an excursion to the falls, to return to Greenfield. The route is principally over the ground taken by Capt. Turner, in his attack on the Indians in 1676. The fall is between forty and fifty feet; but by the erection of a dam for the accommodation of a canal, the cataract has lost much of its original wildness.

The Indians, amounting to several hundreds, having taken a position on elevated ground, on the west bank of

the river at the head of the fall, it was deemed important to dislodge them. This service was undertaken by Capt. Turner, at the head of about 160 mounted troops. He left Hatfield on the 17th of May, 1676, and reached within half a mile of the Indian encampment before day the next morning without discovery. Here his men left their horses, and by a rapid march, reached the camp before the Indians awoke from their slumbers. A deadly and destructive fire was immediately commenced. Believing it to proceed from their ancient and powerful enemy the Mohawks, many of the Indians fled to the river, and leaped into their canoes; but, in attempting to cross, they were mostly shot or precipitated over the cataract. Others fled to the rocks of the river bank, where they were cut down without resistance; and few escaped the victorious arms of the assailants. One hundred were left dead on the field; one hundred and forty were seen to descend the cataract; and their whole loss was afterwards ascertained to have been 300. Turner lost but one man.

In his retreat he was less fortunate. He was attacked by other parties of Indians on the route—his men divided—himself killed; and the loss of his party, before they reached Hatfield, amounted to between 30 and 40. Capt. T. is supposed to have fallen in what is called Greenfield Meadow, at the mouth of a small stream, on which a mill now stands; as his body was afterwards found at that place by a scouting party of the English.

BERNARDSTOWN, 5 miles north of Greenfield.

VERNON, 6 miles; the first town reached in entering the state of Vermont. Fort Dummer, built to protect the inhabitants against the Indians, was located at this place.

GUILFORD, 5 miles. Here are two slate quarries and several mills and manufactories.

BRATTLEBOROUGH, 6 miles, a flourishing village, is located on the west bank of the Connecticut river; over which their is a permanent bridge. White stone creek also passes through the place, affording a number of good mill sites. The village contains a bank, the most extensiue printing establishment in the state, and several manufactories. Stages pass daily between this place and Boston, Hartford, Albany and Hanover.

DUMMERSTON, 5 miles.

PUTNEY, 5 miles.

WESTMINSTER, 5 miles. The first newspaper printed in Vermont was issued from a press at this place; though it was discontinued several years since for want of patronage. The village is located on a beautiful plain on the west bank of the Connecticut; but it has not improved much within the last twenty years.

WALPOLE, N. H. to which a bridge leads, is on the opposite side of the river, and is noticed at page 303.

BELLOWS FALLS, on the Vermont side, 4 miles from Walpole. (*See p.* 302.) Proceeding up the river over a beautiful plain,

CHARLESTOWN, N. H. is reached in travelling 8 miles from Bellows Falls. It is handsomely located on the east side of the river, and is a neat village, containing a court house, jail and bank.

A fort was built for the defence of this place in 1743, on rising ground south of the church, over which the present street passes. In March, 1747, while the fort was occupied by Capt. Stevens and thirty men, a furious assault was made upon it by a large body of French and Indians, under the command of M. Debeline. The fort being composed of materials which were combustible, the enemy attempted its destruction by setting a log house and the fences to the windward on fire. To guard against a conflagration, the besieged, through great exertions, succeeded in making several subterranean passages under the parapet, with an opening at the top of each. From these passages, which were deep enough to protect the men from the enemy's shot, water, taken from a well within the fort, was thrown upon the parapet, and the plan of the enemy frustrated. A sort of *mantelet*, loaded with dry faggots, set on fire, was then forced towards the fort, accompanied with flaming arrows; but all to no purpose. Stevens maintained his position, continued a fire upon the enemy whenever he presented himself, and refused all propositions of a surrender. After an assault of three days, and suffering severely in the loss of his men, Debeline withdrew from the siege. None of Stevens' men were killed, and but two wounded.

For this brave defence, Sir Charles Knowles, commandant of a naval force then in Boston harbor, sent Captain Stevens an elegant sword. The town was subsequently named in honor of Sir Charles.

From Charlestown a stage may be taken daily for Saratoga Springs, passing through Chester, Manchester, &c.;

or for Boston, passing through Walpole, Keene, &c. (*See p.* 301 *to* 306.)

SPRINGFIELD, Vt. on the west side of the river. 5 miles from Charlestown.

WEATHERSFIELD, 6 miles; a fine agricultural township. Jarvis' farm, at what is termed Weathersfield Bow (a turn in the river) is considered one of the best in Vermont.

WINDSOR, 7 miles. (*See p.* 310.)

HARTLAND, 7 miles.

HARTFORD, 7 miles. There are two handsome villages in this town; one near the junction of the White river, and the other near the junction of the Queechy river with the Connecticut. In both there are several mills and manufactories. From Hartford the river is crossed to

HANOVER, (noticed at *p.* 311,) from which place a stage may be taken daily for Burlington, Vt. or Boston.

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